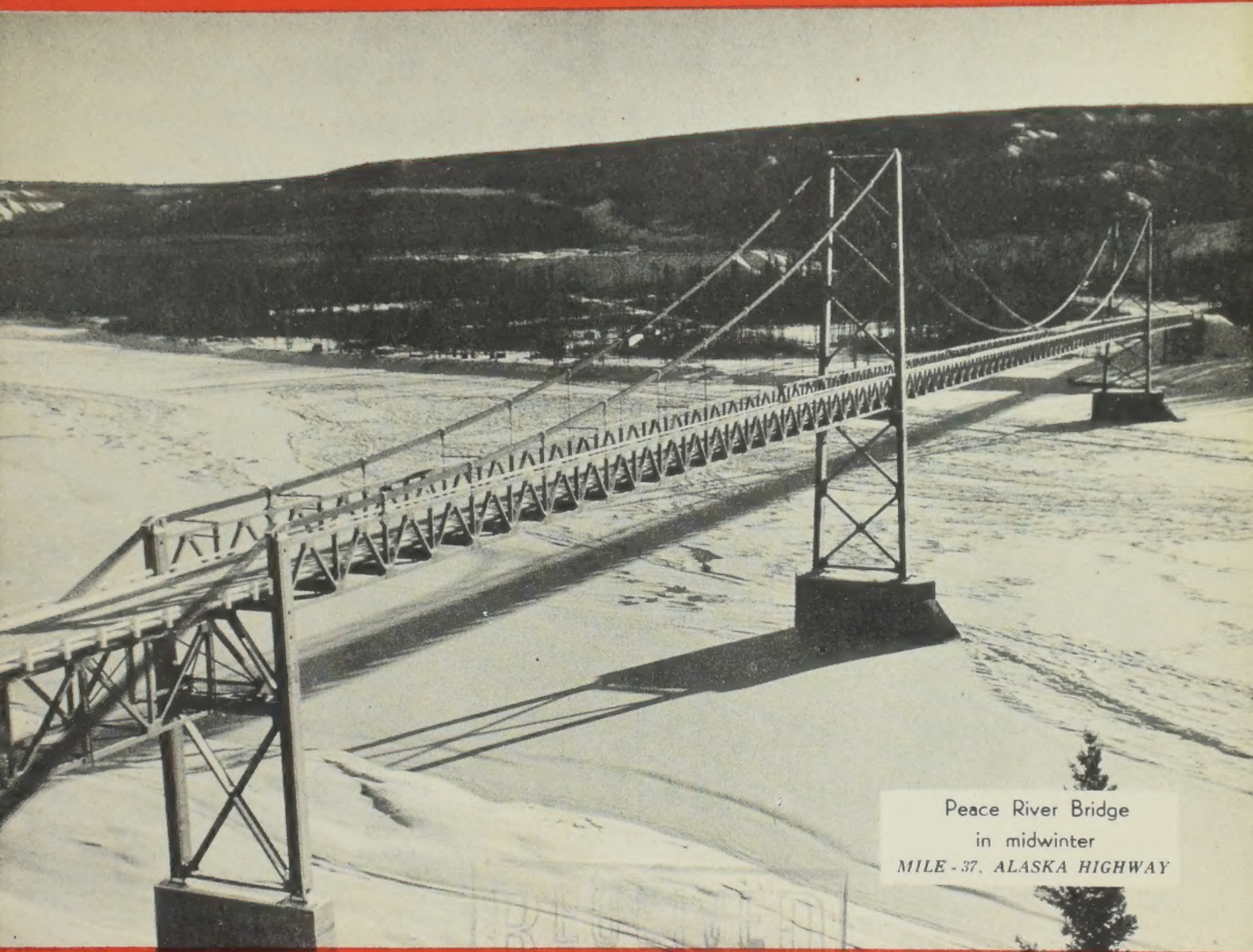


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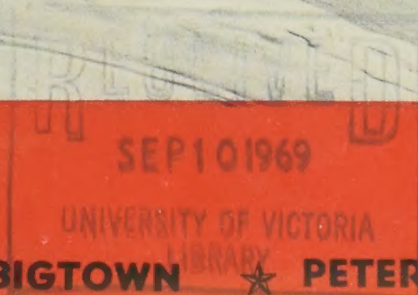
Cariboo *and* Northwest DIGEST

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FEBRUARY, 1950 25c



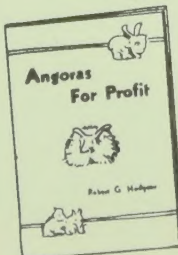
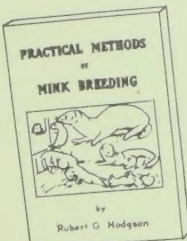
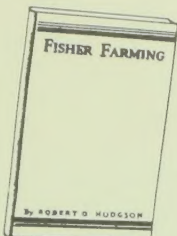
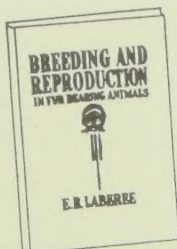
Peace River Bridge
in midwinter
MILE - 37, ALASKA HIGHWAY



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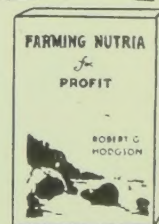
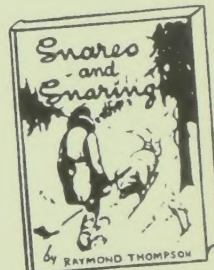
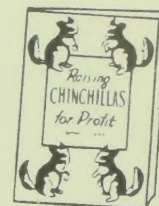
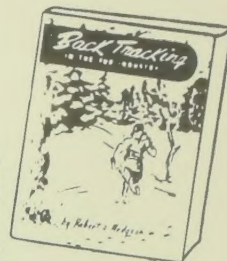
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Cariboo & Northwest DIGEST



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VOLUME 6 † NUMBER 2



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SHENANIGANS AT OTTAWA

The first Session of the Twenty First Parliament of Canada has been interesting from many standpoints.

First, it gave the Liberal Government the largest majority of any Government in the history of Canada.

Secondly, in securing that majority it perpetrated on the Public one of the most amazing and unlawful acts in the history of this country by refusing to make public, as required by Act of Parliament, the report of the Combines Investigation Commissioner into the operations of the flour milling industry. This Act (The Combines Investigation Act) was placed on the Statute Book for the protection of the consumer (you and me) from extortionate or unreasonable prices exacted by unscrupulous operators more concerned about excessive profits than the welfare of the consuming public. Please remember that flour is a commodity used by every member of the community.

During the war the Administrator of the Combines Investigation Act, Mr. McGregor, undertook investigation of the flour milling industry and its application to the general economic conditions existing in Canada. Mr. McGregor, an experienced and trusted official of the Government, uncovered certain practices in the flour milling industry which he considered sufficiently grave to bring to the attention of the Government for disciplinary action. The law requires Mr. McGregor to prepare a report to the Minister of Justice and the same law requires the Minister of Justice to publish this report within fifteen days for the information of Parliament and the public. Instead of complying with the law, the Minister of Justice violated this Act of Parliament by withholding the report for ten months, and it is a fair statement to make that had it not been for the resignation of the Commissioner in protest against this withholding of this report, his report might never have been published as required by law.

It will be observed that this deliberate violation of the law was perpetrated by the Minister of Justice, who of all persons is supposed to be the custodian of the Law and to act scrupulously in accordance with the law. In this instance however, it should be mentioned

Concluded on page 48



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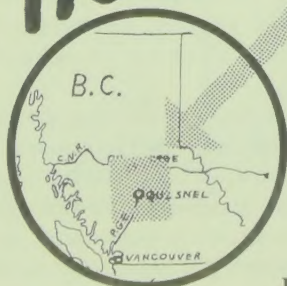
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***Land of
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British Columbia - 1851-1914

The following is the 7th of a series of excerpts
from the historical volume entitled "British Columbia"

by **F.W. HOWAY** and **E.O.S. SCHOLEFIELD**

published in 1914 by the S.J. CLARKE Publishing Co. and now out of print



IN THIS ISSUE

Construction of the Cariboo Road

While the Royal Engineers and their civilian assistants were at work on the road from Hope towards the Similkameen, an address was sent to Governor Douglas praying for its completion that season. He replied that this could not be effected, unless the people of Hope presented a petition on all goods passing over it. On July 18, 1861, a meeting was held to consider the suggestion, Mr. J. Spencer Thompson, supported by Mr. Frank Langvoigt and Mr. Donald ("Doc") Chisholm, succeeded in carrying a reply to the effect that the roads, being for the benefit of the colony, should be built out of the general revenue, which, if not sufficient to enable such work to be done, might be increased, and that if the Governor of his own motion saw fit to levy the extra toll they could not object. Just at this point a delegation from Yale consisting of Charles Oppenheimer, Frank Fellows, and W.A. Powers, waited upon Governor Douglas.

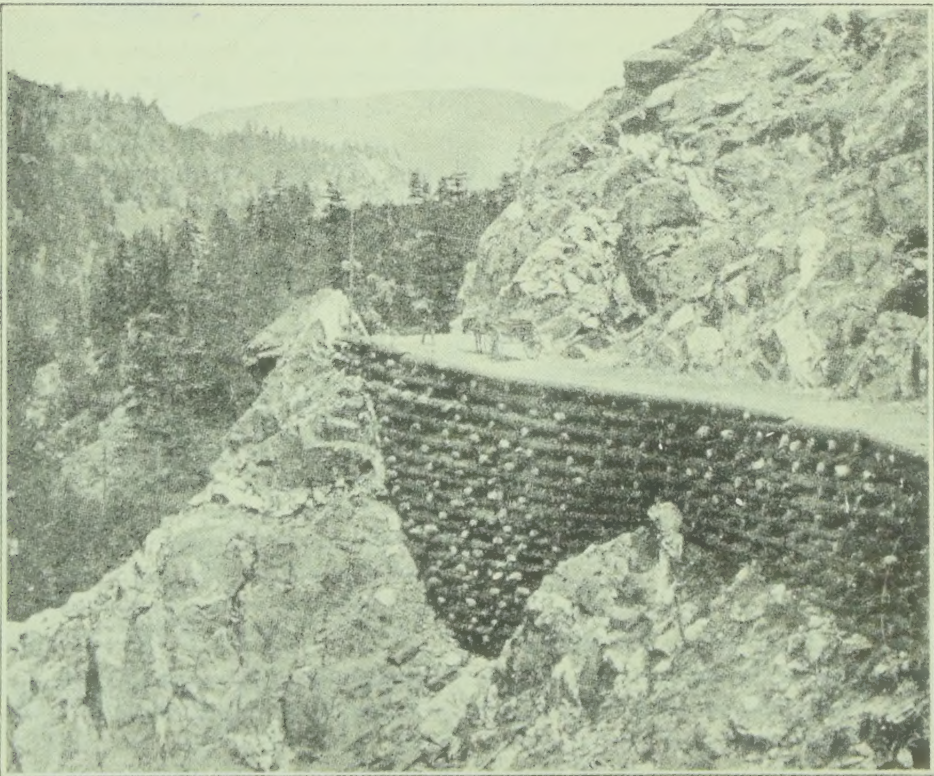
The work from Hope was soon abandoned; later in that summer the first steps toward building the Yale-Cariboo road were taken. Many pioneers believed that in the above incident lay the secret of the road's being commenced from Yale, rather than from Hope.

In October, 1861, Governor Douglas, while at Yale, discussed the feasibility of constructing a wagon road along the Fraser to Lytton and thence to Cook's Ferry on the Thompson. The trail built the preceding year to Spuzzum pointed the way. The Governor was much impressed with the plan. Before departing he arranged to let the contract for the portion from Boston Bar to Lytton, a piece of comparatively easy work, with the exception of the part over Jackass Mountain, and he ordered

a party of the Royal Engineers to survey for a wagon road from Yale to Boston Bar and from Lytton to Cook's Ferry. He also sent out Sergeant McColl with another party of Royal Engineers to select a site for a bridge over the Fraser. The scheme so launched - a bold and daring one for a colony of such limited means - meant the overthrow of nature's gigantic barriers; it meant the quarrying of a roadway eighteen feet wide through those immense shoulders of rock that buttress the Cascades for miles along the Fraser canyons. To provide an easy means of access to Cariboo was, in Douglas's opinion, a paramount duty of Government, and although the labour was Herculean and the distance four hundred miles yet travel must be rendered easy, the cost of transportation reduced, and thereby the trade of miners secured and retained for the people of the colony.

About the end of October, Sergeant McColl reported recommending that the river be bridged at a point about one mile below Chapman's Bar, where its width does not exceed two hundred and fifty feet, and that the road be carried along the left bank, easy grades being obtainable (with the one exception of Nicaragua Slide), the whole distance to Boston Bar. In that space he estimated there were about seven hundred yards of balsting, exclusive of Nicaragua Bluff. The cost of an eighteen foot road over those twelve miles he estimated roughly at 45,000 Pounds (\$225000. approx.)

The surveys having been completed and the location of the suspension bridge settled, the work of construction went apace, along the greater part of the distance between Yale and Cook's Ferry. The first six miles were confided to the Royal Engineers. Captain Grant, R.E., with a party of fifty three sappers, commenced



VIEWS ALONG THE CARIBOO ROAD

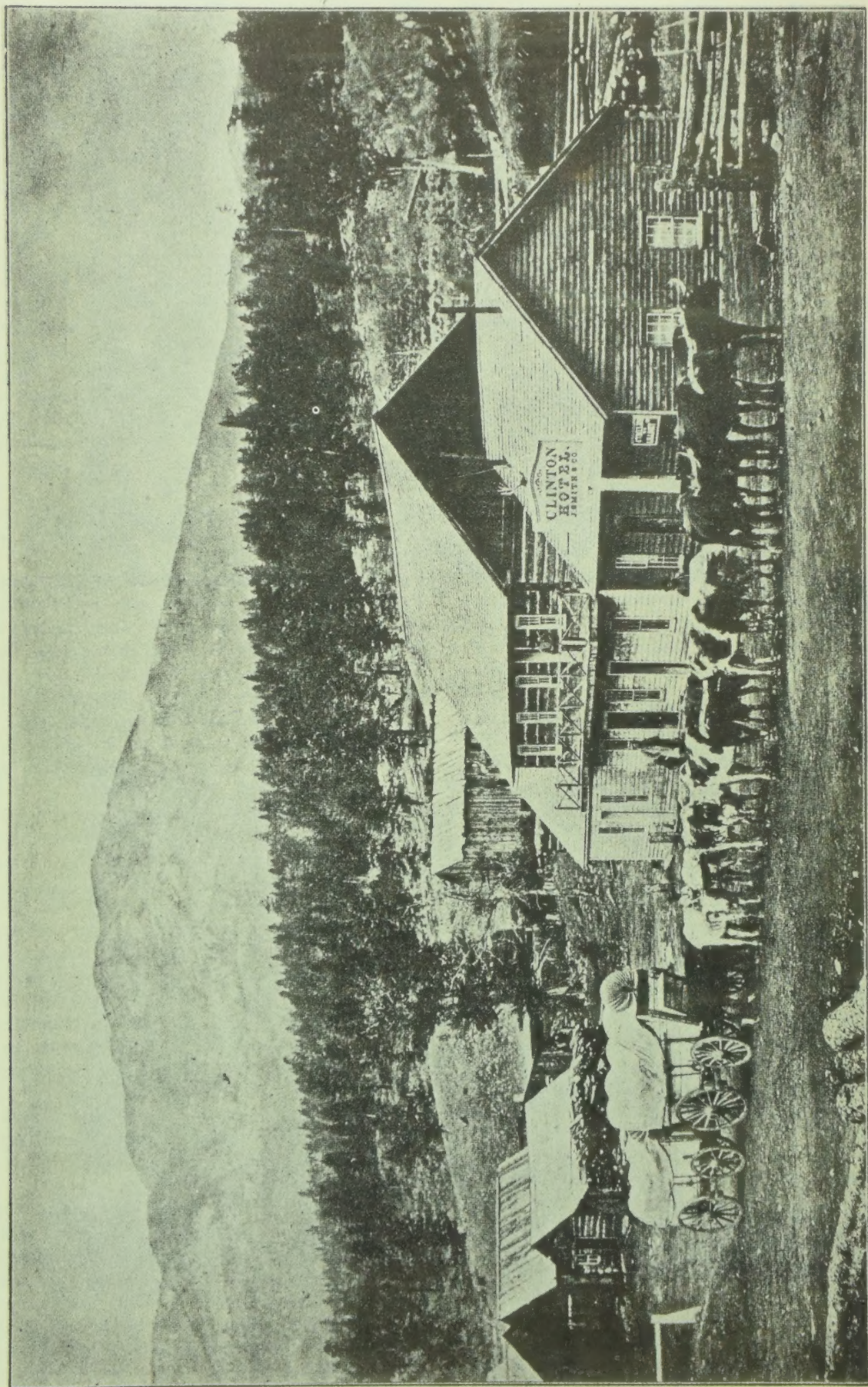
this section May, 1862, and by the following November had completed a road which was described as "an enduring monument of engineering skill and patient toil." From the six mile post (Pike's Riffle) to Chapman's Bar (Suspension Bridge), seven miles, the contract was in the name of Thomas Spence. The cost of this portion of the road was \$ 47,000. From Chapman's Bar to Boston Bar, twelve miles the contract was in the name of Joseph W. Trutch. It was finished during the later part of the year at a cost of \$75,000. In April, 1862, after six months' delay, the contract for the road between Boston Bar and Lytton, thirty-two miles, was awarded to Thomas Spence for \$88,000. He advertised at once for three hundred men thereon to work. By the end of June almost four hundred men were employed, and twelve miles had been completed. Though these three contracts were held in individual names, they were really for the benefit of the partnership of Spence and Trutch. In March, 1862, tenders were asked for a wagon road eighteen feet wide - this was the width of the whole Cariboo road - from Lytton, via the Nicomen River, to Cook's Ferry (Spence's Bridge) twenty-one miles along the line blazed by the Royal Engineers in the autumn of 1861, to be completed July 15, 1862. Charles Oppenheimer and Walter Moberly secured the contract. With them was associated Mr. Thomas B. Lewis. In May they were advertising for one thousand men for this work. For a time all went well, and great vigor was shown in its prosecution. The first twelve miles were completed to the entire satisfaction of the Government in June, 1862. The time for completion was extended and the formal contract signed on August 16, 1862. But the wild rumours of the untold riches of Cariboo made it extremely difficult for the contractors to obtain anything like the proper number of men. In this dilemma resort was had to Chinese and Indian workmen, but the virulent outbreak of smallpox in 1862 spread consternation and death amongst the latter, cutting off this source of supply. On September 30th the Government gave notice that unless the number of workmen was increased to three hundred, and the work energetically pressed forward, the contract would be cancelled; and a fortnight later the threatened action was taken. The Government took possession of the finished road, the unfinished work, and all the contractor's tools and outfit to recoup itself for advances made, and later in the season completed the work. Mr. Moberly, one of the contractors, was in charge for the Government.

The Harrison-Lillooet road, as completed in 1861, terminated on the Fraser River at Cayoosh (Lillooet). Later in that year Gustavus

Blin Wright, the most famous of all road-builders of colonial days, built the forty-seven miles thence to Clinton, sometimes called Cut-Off Valley. On August 16, 1862, the formal contract was made with him covering the construction of a wagon road from Lillooet to Alexandria. The country through which this two hundred and forty-four miles of road was to pass offered but few obstacles. In May, 1862 Mr. Wright was advertising for five hundred men to work on this road, and by the end of July, 1863, it was completed to Soda Creek. When finished a short time later, Billy Ballou, the pioneer expressman, declared: "It is a No. 1 road for any country." Thus the first traversable road to Cariboo, that by way of Lillooet was in operation in the summer of 1863. Stages were running regularly on the portion from Douglas to Lillooet in September, 1861; they kept pace with the gradual advance of the work. In June, 1862, they were running regularly as far as Pavilion, and in July, 1863, to the one hundred and sixty-four mile post at Frank Ways's, the fare to which, from Douglas, was \$54.00.

By June, 1863, the road from Yale to Cook's Ferry had been completed, with the exception of about one mile in Mr. Trutch's contract between Chapman's Bar and Boston Bar, but in that short space were several rocky bluffs, necessitating heavy blasting operations and requiring some two or three months' work to to overcome. Notwithstanding the unfinished state of the road, freight in large quantities was transported along it during the early part of 1863. As far as the ferry at Spuzzum, large mule wagons were used; thence to Cariboo everything was packed on animals' backs. The Indians who, from the earliest days had found lucrative employment in packing upon their own backs supplies for the miners, and had even held their own against the mule teams on the rough trails found themselves unable to compete successfully against the mule teams on the road. Already the price of packing from Yale to Richfield, Williams Creek, which had previously been about 90 cents a pound, had dropped to 50 cents a pound and it was confidently expected that on the completion of the road and the advent of wagons, the price would fall to 25 cents. It fell below that figure. In May, 1864, it was 15 to 18 cents a pound.

To complete the Yale-Cariboo wagon road there remained, in 1863, to be placed under contract: (1) the suspension bridge to replace the ferry at Spuzzum; (2) a connection between Cook's Ferry and the existing road by way of Harrison-Lillooet-Alexandria, which Mr. Wright had built during that summer; (3) Cook's Ferry must give place to a traffic bridge



OX-TEAM AT CLINTON HOTEL WITH FREIGHT FOR THE CARIBOO IN THE SIXTIES



NEW WESTMINSTER, ABOUT 1864



A STRETCH OF THE CARIBOO ROAD

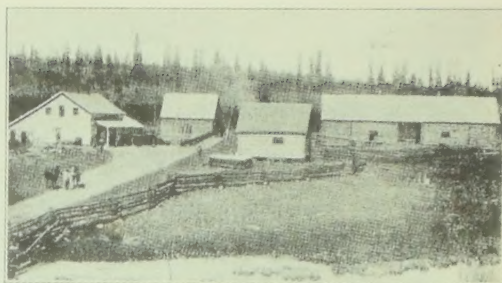
across the Thompson. The two first-mentioned works were undertaken and completed in 1863. On February 2, 1863, an agreement was made whereby Joseph W. Trutch undertook to build a suspension bridge, to be called the Alexandra Bridge, across the Fraser at the point which had been selected by Sergeant McColl in October 1861. This was the first bridge on the suspension principle in either colony. The span was over three hundred feet. In the following September the bridge was finished at a cost of about \$45,000. and accepted on the examination and report of Lieutenant Palmer. A four-horse team with a load of three tons was driven over as a sort of test, but the deflection was inappreciable, not amounting to more than a quarter of an inch.

The gap between Cook's Ferry and Clinton on the Lillooet-Alexandria road was closed during the summer of 1863. The first nine miles of this portion were built by the Royal Engineers under Lieutenant Palmer. William Hood of Cache Creek performed the remainder of the work whereby he was to receive 12,783 Pounds- (approx. \$63,915) subject to be increased under certain contingencies to 13,917 Pounds, 15 s. (\$69,585.) payable entirely in bonds of the colony, bearing interest at six per cent and redeemable in four annual instalments ending September 30, 1867. He fulfilled his undertaking by August, 1863. It was claimed that Hood's road was the best in the colony.

The avidity with which the public grasped the new conditions may be inferred from the fact that in July, 1863, before the completion a traveller reported meeting, between Cook's Ferry and Yale, ten loaded wagons carrying four thousand pounds each and two hundred and and fifty pack animals, many of which had four hundred pounds on their backs.

In February, 1864, Thomas Spence undertook to build a bridge, known as Spence's Bridge, in the vicinity of Cook's Ferry. The freshet carried away a part of the piers and did considerable damage. When the waters subsided the work was resumed and completed late in the fall. The erection of this bridge, which cost about \$15,000. was the last link in the chain from Yale to Alexandria. On the strength of the loss by the freshet, Mr. Spence applied to the Legislative Council, in 1868, and obtained an extension of his charter right to collect tolls for two and a half years.

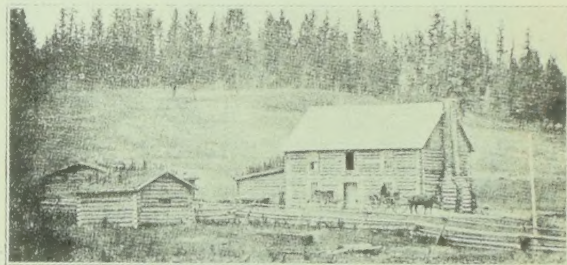
Before passing away from this portion of the subject reference must be made to the terms on which the roads, both by way of Harrison-Lillooet and by Yale, were constructed. Those portions which were built by the Royal Engineers were directly paid for by the Govern-



THE 83-MILE HOUSE



THE 100-MILE HOUSE, BRIDGE CREEK



THE 108-MILE HOUSE (OWNED BY THOMAS ROPER)



THE 164-MILE HOUSE (FRANK WAYS)

ment of the colony by the colonial allowance of pay; the remainder of the Harrison-Lillooet road, as far as Lillooet, was paid for in cash and bonds, as already detailed the Yale-Cariboo road, as far as Clinton was also paid for in cash and bonds; but tolls were payable TO THE CONTRACTORS on the Alexandra Bridge, Spence's Bridge, and the whole road from Lillooet to Alexandria for varying periods of five and seven years. These were exclusive of the Government tolls already specified. The tolls to which J.W.Trutch, the builder of the Alexandra Bridge (Suspension Bridge) was entitled for a period of seven years, were

Continued on page 43

HIGH-TONED AND ELEGANT ROUTE TO CARIBOO!

(Via Douglas & Lillooet.)

The evidence adduced in the CRANFORD CASE affords the following brilliant and remarkable proofs of the wonderful and high-toned facilities of that terribly abused route.

READ AND REFLECT.

G. B. WRIGHT'S EVIDENCE:—"The average time required to ship goods from Douglas to the Lillooet was TWENTY-FIVE to THIRTY DAYS. SOME OF MY GOODS WERE SIXTY DAYS."

Mr. Nelson's evidence:—"TWENTY TO THIRTY DAYS WAS A REASONABLE TIME for getting goods through from Douglas to the Lillooet."

Mr. Franklin's evidence:—"COULD NOT GET GOODS THROUGH from Douglas to Lillooet in less than TWENTY DAYS."

John Houtoon's evidence:—"THREE WEEKS is an average time to get goods through from Douglas to Lillooet."

J. F. Hawk's testimony:—"THIRTY DAYS is a reasonable time of transit on the PORTAGES. It would depend on the contractors whether 60 days was a reasonable time."

The CHIEF JUSTICE of B. C., after reviewing the evidence in the case—which was voluminous—stated to the Jury, "That

FORTY DAYS!

was a reasonable time to get goods through from Douglas to the Lillooet," and this is "THE HIGH-TONED AND ELEGANT ROUTE" that shippers and the traveling public are advised—by flaming placards and glaring advertisements—to patronize.

Read what Mr. John Jeffries writes from the Lillooet, after traveling over "the high-toned and elegant route:"

"Dear Brother,—When you come up come the Yale Route by all means, and you advise every one you know to go by the way of Yale, this—the Douglas-Lillooet route—is a swindle, they have raised on passage. The steamboat men have it all their own way. It would cost you \$150 at the present prices, and you cannot get up for less on this route. Tell every person you see to go the Yale and Lytton route. The Douglas and Lillooet route is a perfect thieving operation from the time you leave Westminster.

Your Brother,

J. T. JEFFRIES."

Travelers are assured that they can get through from Douglas to the Lillooet in from 20 to 40 days, and at a cost of \$150, so if you are determined and will be humbugged, the fault is your own. To prevent your straying from "the high-toned and elegant route" read the following directions:—

Take a **SPLENDID** steamer at New West-

minster for Harrison River. There hire **ELEGANT INDIAN CANOES** to pole you over the rapids, or walk along the pebbly shore, WADE FOUR SLOUGHS and SWIM one small river to reach a **high-toned propeller**, which runs at the speed of 2 miles per hour (wind permitting). No close confined cabins on board, but pure, wholesome air on deck, with the privilege of sticking your nose in the Cook's galley to warm it without extra charge. Twenty-five hours will take you to the mouth of the Douglas Slough, where she connects with **capacious canoes**, fare \$2.00 to the edge of the ice near Douglas Rancheries, (small-pox there—but don't hurt white men, only kills Indians,) then foot it to Douglas. Foot it again to 29 mile house over four feet of snow. The little lake being frozen over, walk round it to Lillooet Lake—scenery delightful. There catch another elegant and **high-toned steamer** if you can; if you can't, wait a day or two—meals only \$1.00. When the steamer "toots her horn" get aboard and rest yourself on the open deck for 4 hours; weather moist, or air keen. Reach Pemberton; good meals there for \$1.00 each, beds 50 cents. **Crawlers Gratia**, (small-pox blankets carefully washed). Rest there a day and foot it again for 24 miles to Anderson Lake; catch a steamer again if you can; rest again on the open deck, going over the lake; foot it again for 1½ miles, or take a ride on the railroad car (?) to Lake Seaton; catch another splendid steamer, if she's in repair, for Port Seaton; foot it again 3½ miles to Lillooet; rest there three or four days (the small-pox is played out, Indians all killed); then swim your horse across the Fraser (if the ice permits) to Parsonville; then run him up Pavilion Mountain to help circulation. Take this route by all means and

SHUN THE YALE & LYTTON ROAD,

it is a humbug. There are no delays on that route, no portages, no extortion, no sloughs to wade or creeks to swim, no combinations to ease you of your money before you get fairly started for Cariboo. This information costs you nothing, see that you are wise and profit by it.

When you arrive at Westminster do not nibble at the Douglas bait of one and two dollars fare, if you do you are sure to be hooked, and will have to pay very dear for your gullability. It is only the CATCH OF A HUMBUG.

Be certain that you take passage on steamers going **DIRECT** to Fort Yale, otherwise you will be "taken in" by Douglas steamers and set down at Harrison River to get ahead the best you can, and to be laughed at in the bargain.

D. D. DUMM,

SHIPPER AND CARRIER OF MERCHANDIZE, is prepared to carry TWO HUNDRED TONS of Merchandize per month, at greatly reduced rates, from Fort Yale to Lytton. Shippers secured against loss or delay.

JOHN CARAGER,

CARRIER OF MERCHANDIZE, between Yale & Lytton, is prepared to forward goods at greatly reduced rates and with dispatch. Shippers will be insured against delay or loss.

DUSTAN & JERROLD,

CARRIERS OF MERCHANDIZE, are now prepared to ship large quantities of freight from Yale to Lytton. Shippers guaranteed against loss or delay.

WILLIAM LANE,

SHIPPER AND CARRIER OF MERCHANDIZE, is now receiving and shipping with dispatch—from Yale to Lytton, at reduced rates—large quantities of Merchandize. Shippers are secured from extortion, delay or loss of goods.

JAMES BLACK,

SHIPPER AND CARRIER OF MERCHANDIZE, is now prepared to ship from Yale to Lytton, at greatly reduced rates. Shippers are guaranteed against either loss of time or loss of Merchandize.

EDWARDS & CO.,

SHIPPERS & CARRIERS OF MERCHANDIZE, from Fort Yale to Lytton City. Shippers insured against loss or delay.

FROM THREE TO FIVE DAYS is all the time required to ship goods from Yale to Lytton, freight **ONLY SIX CENTS**. It only costs the traveler **EIGHT DOLLARS** from Westminster to Lytton via Fort Yale.

(Reproduced.)

"Sta - eel"

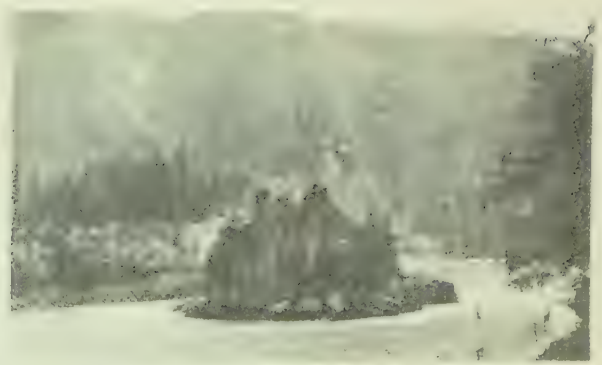
by EMELENE THOMAS

Immediately below the town of Yale a large rock stands in midstream. Once, so the story goes, this rock was an Indian mother, Sta-Eel, and later the rock was given the same name. The legend of the rock was told by the Indian chief to Charlie Hughes when the latter was in charge of the Cariboo mail and express from Yale to New Westminster during the early sixties. Charlie passed the story on to his nephew, and by him handed down to the writer, as is the way with legends.

Many, many years ago, it was said, the chief of the tribe issued a decree ordering that henceforth the first salmon caught in the spring must be presented to the Tyee. He then would summon all members of the tribe to assemble at a designated spot, where the fish would be cooked, and, certain rites being observed, distributed among the tribe. This ceremony would mark the opening of the fishing season --- but woe betide anyone who failed to deliver the first-caught salmon to the great Tyee.

Well, the years passed, and each spring saw the Indians faithfully obeying the decree, and the ritual performed in the traditional manner. But one spring the long-standing rule was broken, broken by a woman whose mother-love came before all else.

The winter had been a long hard one, with game scarce, and the supply of smoked salmon dwindled rapidly. For Sta-Eel the comely young widow, it was especially hard, for she had her two small children to provide for as well as herself. Desperate for fresh food, she was first at the river when the fishing season approached. Every day she took her way to a rock jutting out into the river, and there crouched with spear in hand, for hours on end, dark eyes intent on the water. Day after day she patiently watched and prayed, while her children grew thin and weak. Despair filled her heart, but she kept her vigil --- what else was there to do? --- and at last one sundown her spirits leaped, for swimming up the eddy, close to the rock on which she waited, was a silvery shape, a large spring salmon. Summoning all her strength and skill



'Sta-eel', or or, as it is known today,
'Lady Franklin' rock - just below Yale.

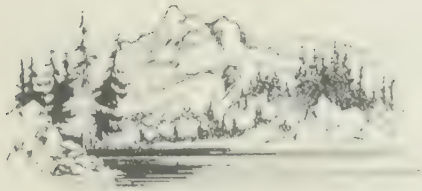
Sta-Eel drove her spear in just back of the head, and with a practised twist heaved her prize ashore.

The first salmon! It must go to the chief, she knew. For herself there would be but a morsel, for the children probably none. No, she would not do it, her children came first! A quick glance round told her no one had observed her triumph, and bending low she concealed her catch in a safe place, then with her usual air of dejection walked home.

When complete darkness had fallen Sta-Eel crept back, retrieved the salmon, and carrying it home, proceeded to cook it. Ill-luck pursued her however, as a visitor entered. Curious to know what the woman was cooking in the late hours the visitor lost no time in finding out the appalling truth. Salmon! Fresh salmon! Quickly the news was taken to the chief, and when daylight flooded the valley Sta-Eel and the evidence were brought to the Council House. What punishment was to be meted out for such a heinous offence? Never before had anyone dared violate the sacred ancient custom. Deaf to the mother's explanations and pleas, they judged her.

The following day, still undecided as to what her fate should be, the stern councillors took Sta-Eel to the river, to the scene of her crime. As they paused on the bank, a mighty roar encompassed them as a giant whirlwind swept down and around, plucked the young mother from their midst, and bore her up and up. As they gazed in awe the whirlwind veered out over the river, and loosening its hold dropped the unfortunate Sta-Eel. Down, down she plummeted. As her body plunged into the river it was transformed into the large rock you can see today, and there it lay, the gray waters of the Fraser ceaselessly washing against it, a warning to anyone who might be tempted to violate the law of the Sockalee Tyee.





Humber Rambles

There are trees enough to make one feel content
The atmosphere makes one think of the Orient.
I say content, because I know of treeless plains,
Or on the Western shores, the ceaseless rains
Or in the mountains up in the eternal cold -
Looking for any metal that turns out foolish gold.
Or in the sage-bush country where clay is ashes

gray,
You are hot, and dry and dusty till the final ray
of day.

Down in the glen where the quiet Humber flows
Where the black ash trees and the alder grows
T'was there I paused to gaze upon that scene
And listened to the sighings in the pines so green.
The pine so green in June - it cheers in winter too
The a

The earth knows more than trees, from whence
they grew.

At noon-days sun the white pine's needles play
A symphony, upon that golden day.

Yon sugar maples, what a story they could tell,
The first tree in the land, they serve the nation
well.

I think I hear the blue-jay calling in the morn
Complaining that he can't find any yellow corn
To store away, to make a winter cache
And hide it well in the shell bark of the ash.
'Mid the red spire of the sumac, skirting on the
lawn,

I heard the robins singing in the early dawn.
The honey bees are busy, there is no time to
wait

The sunny hours and flowers will fade, the need
is great,

If ever weary of the profit taking pace -
And you're looking for an Eden, don't overlook
this place.

From castles in the air this dream place had
to be

A'sitting, and here and thinking under the bass-
wood tree.

I've travelled far, I know, my trusty friends and
folks

And if you don't believe me, come, look around
the oaks.

Its lovely here, a paradise in which to live and
rest.

Still, I seem to see the Rockies and the sun-sets
of the West.

By C. Gow. Prince George, B.C.

Yes, He Lived

In the wild Chilcotin country,
(With a bull-moose behind every tree)-
A cowboy was brought to the doctor ---
Suspected of having "T. B."

"Please watch him, nurse," said the doctor,
"To see if he's bringing up phlegm,
"The Chilcotin needs all its cowboys,
"So we must take good care of them."

The cowboy was coughing so badly,
The nurse felt quite low in her mind,-
She picked up a little sputum-cup,
And hurried to see what she'd find.

"Are you raising very much mucus?"
Asked the nurse with a lift of her brows.
"No, Ma'am," drawled the young cowboy softly,
"I only raise horses and cows!"

D. Averill Carlton



WOLVES LIKE RUBBER

Latest hazard to night flying in the north is the
surprising appetite wolves and foxes have for
synthetic rubber.

Wild animals are eating the rubber insulation
from around the cables and light sockets which
provide pilots with runway marking lights at
night.

Alcan To Get Water License To Develop Nechako Power

From 'Construction World'

LICENSE to divert, use and store water of the Nechako and Nanika Rivers, in northern British Columbia, is to be granted the Aluminum Co. of Canada Ltd., Major R.C. Farrow, British Columbia's comptroller of water rights announced recently.

Decision to issue the license was made after considerations were given objections raised at public hearings held in October at Wistaria and Victoria B.C.

In its application for a water license Alcan asked for a license to divert, use and store water from any or all of the following sources:

The Nechako River above the Grand Canyon, and streams tributary thereto, and the Nanika River below the outlet of Kidprice Lake.

From these waters Alcan proposes to develop 1.5 million horsepower firm capacity as part of a gigantic aluminum production scheme estimated to cost from \$300 to \$500 million.

Formal issue of water rights will take place late in January. Under the Water Act, objectors have one month in which to appeal, if they wish, to the Minister of Lands to override the ruling of the water comptroller.

TWO YEARS WORK

In making his announcement, Major Farrow pointed out that the Aluminum company will require another two years of surveys and investigations before completing its own plans.

Objections were raised at the hearings by fisheries interests, who feared the effect of power development on the Fraser River salmon industry and urged that issue of the license be delayed until further studies could be made of its possible effect on salmon. They did not oppose the license outright.

Major Farrow, in dismissing the objections, pointed out that the aluminum company will require another two years of surveys and investigations before completing its own plant.

He has stipulated that Alcan must supply the Federal Department of Fisheries and the B.C. Game Commission with plans and specifications for any of the work it proposes, and these will also be subject to his own approval.

"After considering the submissions and briefs I have dismissed the objections and both the objectors and the company have been notified," Major Farrow said.

REASONS OF DISMISSAL

The comptroller gave the following reasons for dismissing the objections:

(1) It would be contrary to general practice and manifestly unfair to expect the applicant to continue spending large sums of money in investigating the possibilities of the project for its practical use, without any assurance that it would be granted licenses or on what terms.

(2) It may be two years or longer before the applicant has completed its surveys and investigations and is in a position to finalize its plans of development.

(3) The establishment of a large aluminum industry in the province would be of such outstanding importance to the economy of the province that it would be in the public interest to grant the water license applied for despite the objections.

(4) The objections of riparian owners who might be flooded out were dismissed because they are protected under the Water Act which provides that the licensee is required to compensate all owners for any damage or loss resulting from the construction, maintenance, use or operation of the licensee's works.

"Furthermore," said Maj. Farrow, "until the company has completed its investigations of various dam sites there is no certainty that any land bordering on Ootsa Lake will be flooded and this is the principal area involving occupied lands.

Maj. Farrow noted that from time to time assertions were made to the effect that British Columbia's water resources were being alienated for all time and these objects were advanced in the case of the Aluminum Company's applications.

"It should be pointed out," he said, "that complete and permanent alienation is impossible under our Water Act, which is based on the doctrine of beneficial use, and under which water is vested in the Crown in the right of

the province and its use is only obtainable by license.

"This means that any water license may be cancelled for non-beneficial use, for non-payment of fees, for failing to comply with any clauses in the license, for failure to comply with an order of the comptroller under the Water Act, or for failure by the licensee to carry out the terms of any general agreement with the government on which the issue of the license is contingent."

The license to be issued to Alcan covers only the Tweedsmuir Park power sources and does not touch the controversial Chilco River system, important spawning ground of the salmon.

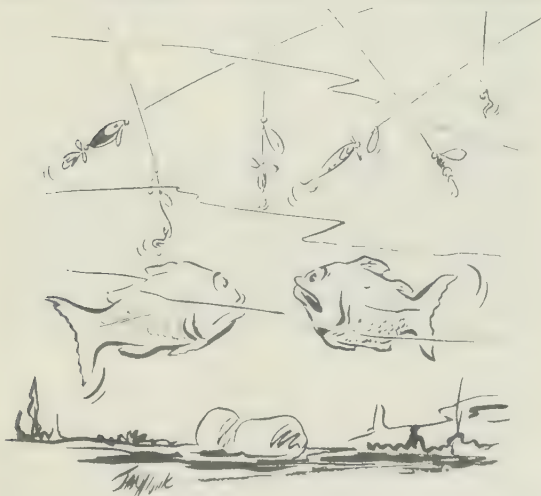
CHILCO IN ABEYANCE

Alcan applied for a license on the Chilco but no hearings have been held.

The company is hopeful of finding suitable dam sites to develop the Tweedsmuir Park chain of lakes and is prepared to spend two more years on dam foundation exploratory work.

After extensive exploratory work at the Nechako Butte damsite last year it was abandoned as it was considered that costs of development would be so great as to rule out any economic value for the site.

Two alternative sites already have been surveyed, one at Nechako Canyon, and one at Intata Lake. Drilling was commenced at Intata in 1949 and further drilling there and a major drilling program at the Nechako Canyon site are contemplated for 1950. In addition, drilling and surveys at the power house site on the Kemano River will be undertaken, and work on other phases of the project will continue.



"I've got to watch what I eat. It's not everything that will agree with me."



"No, no... that's him between the celery and the bag of bananas..."

A manufacturer received a whopping bill from his lawyer. He stood for everything until he came to this item: "For crossing the street to talk to you and discovering it wasn't you: \$500."

The fundamental fault of the female character is that it has no sense of justice.

- Schopenhauer

Mother set facing the front of the train, as it makes her giddy to ride backwards. I set facing her, which does not affect me.

from Ring Lardner's
"How to Write Short Stories."

He who reflects on another man's want of breeding, shows he wants it as much himself.

- Plutarch.

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The Trail of The Social Pines

I - Pines of the West

The Third in a Series of articles on 'TREES'

by H.B. BINNEY



"If you can't be a pine on the top of the hill,
Be a scrub in the valley...(Douglas Malloch)

The cone-bearing trees of the world may be neatly divided into seven Families, one of which is the "Pinaceae." Within this Family are about half-a-dozen Genera, one of which is "Pinus." The "Species" of "Pinus," about one hundred in number are the True Pines: no other trees can make this statement.

These True Pines have five representatives in British Columbia, nine in all Canada, eleven in Mexico and approximately three dozen in the United States. For the production of timber and resins they are the most important genus in the world. Like the rest of their Family, they are natives of the Northern Hemisphere although they can claim added distinction from the fact that one species, the "Slash Pine," penetrates to the West Indies and as far south as Nicaragua and, across the world in Asia another species, the "Merkus Pine" crosses the Equator to appear in the Dutch East Indies. The remaining "Pinaceae" stick, as it were, closer to home.

The readily distinctive feature of the True Pines is their foliage. The leaves generally appear in bundles of anywhere from two to eight though the "Singleleaf Pinon Pine," unofficial State Tree of Nevada, usually defies this rule by sporting solitary needles. As a matter of fact, at the other end of the scale more than five needles in a group is exceptional. Both the True Cedars and the Larches have needles in clusters but, in both cases, they are shorter and, in the case of the latter, they are deciduous. Numerically, also, the Larches produce from twelve to forty needles in a bunch and those of the True Cedars are also very densely packed.

While the Pines are chiefly notable for their yield of lumber, minor forest products and resins, it is also worthy of mention that some, like the Swiss Mountain Pine, the Himalayan Pine and various Japanese varieties, are popular as ornamentals. A few others, such as Pinon Pine, Longleaf Pine, Digger Pine and Parry Pine, produce edible nuts or seeds, particularly prized by the Indians.

In those rather distant days when the world generally was a trifle more credulous than it is today, the Pine tree figured quite largely in fable, myth and legend. The majority of these associations were anything but pleasant. The god, Attis, of Phrygia in Asia Minor, was allegedly changed into a Pine tree at his death and annual rites, designed to recall him to life, featured a Pine tree as one of the most important properties. Marsyas, a Phrygian shepherd or satyr, who was bold enough - and unwise enough - to engage Apollo in a musical contest, was defeated and subsequently skinned alive while tied to a Pine tree. The same type of tree appeared in the rites of Osiris, most popular of ancient Egyptian deities, as well as being sacred to the Greek god, Dionysius, the patron of all cultivated trees. Pitys, a nymph beloved by no less a personage than the great god, Pan, was slain by Boreas, the North Wind, whose affections she rejected. The Pine tree, we are told, sprang at Pan's behest from the pitiful corpse of his unfortunate girl friend.

So go these engaging fables. However, the ancients also early appreciated the practical usefulness of the Pine tree and, in particular, of the "Stone Pine" with its edible nuts. These they not only ate but they also concocted a wine from them. Pine cones became symbols or instruments of fecundity and, along with similar agents, were thrown every year into the sacred vaults of Demeter or Ceres, yet another goddess of fertility.

Much later in history we find the Pine tree taking no unimportant part in the story of the Pilgrim Fathers. So deeply affected were these adventurers by the sight of the fresh, green Pines at Plymouth that they used their image on the 'Pine Tree Shillings' and, later, that same image became part of the seal of the commonwealth of Massachusetts. "Eastern White Pine" is the State tree in Maine and Minnesota, "Western White Pine" in Idaho, "Ponderosa" or "Bull Pine" in Montana and Western Washington, "Shortleaf Pine" in Arkansas and, as already mentioned, "Pinon pine" in Nevada.

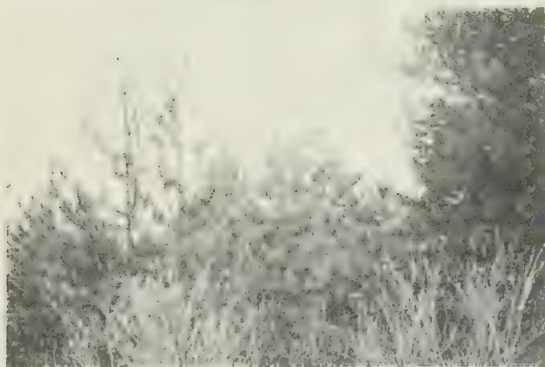
A rather interesting reference is to be found



'Yellow Pine' (*P. ponderosa*) - B.C. Interior
photo by P.M. Monckton



'Monterey Pines' (*P. radiata*) in California



Lodgepole Pines (*P. contorta latifolia*) Regrowth near
Cumberland B.C. photo - H.B. Binney

in the writings of one, John Gerard, who lived in England from 1545 to 1612 and who, in addition to successfully raising over one thousand different plants in his London garden,

Continued on page 39

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Peter Makes the Grade

A TRUE STORY ABOUT EARLY DAY LAW ENFORCEMENT

by "WIGGS" O'NEILL

Away back in the nineties, word was brought by a hunter to the authorities at Port Simpson, which was at that time the seat of Government of the North Pacific Coast, and headquarters of the Hudson's Bay Co. for distribution of goods to the vast northern interior region, that he had run across the wreck of a schooner, and the body of a man, half buried in the sand at high-tide mark on the west coast of Dundas Island. The man was, he thought, one of the crew of the ill-fated vessel. The schooner had evidently been driven ashore in a gale and practically smashed to pieces, leaving nothing but a hollow wreck.

The government authority at that time consisted of two men only, Mr. John Flewin, who was Provincial Government Agent, and who also acted as the local policeman, and Mr. J.M.L.

Alexander, who Stipendary Magistrate and Collector of Customs. This, of course, was in the good old days before the country was flooded with government officials, social services, objectionable taxes and various licenses. The only license I remember being in vogue at the time, was the marriage licenses, and many a time even this was passed up.

The government agent owned a sailing sloop as no gas boats were in existence at that time. They outfitted the sloop for the trip and took along one, Peter Jones, a Tsimpesan Indian boy who was the village tinsmith. Peter had learned his trade the hard way, or perhaps it was the easy way, depends on how you look at it. He had gotten into a drinking scrape a few years before and had been sent 'down below' to serve six



'I tink genemun if I get good dlink Lum I make it,' Peter volunteered.

months in the 'skookum house'. They must have had a Borstal system of some kind even in those days, (though we never heard of a Wismer) for when Peter returned to his native village they had made a pretty good tinsmith out of him, and he had set himself up in that business and served the needs of the village and district for many years.

Peter was commissioned to build a tin coffin, with a lid already to be soldered on, and was told to bring his soldering outfit along. When all preparations were complete the party set sail and in due course of time arrived at the scene of the wreck.

After a good camp was made at some distance from the wreck, the party set out to survey the scene of the disaster. They found the boat so badly smashed that there was nothing left from which to identify it. Their only hope of identifying the boat was if they should perchance find some papers on the dead man which would give them a clue. So they turned their attention to the remains of the poor devil who had apparently 'gone down with his ship', and who's remains had been washed up on the beach.

Here they encountered a snag as it was impossible to get anywhere near him the weather being warm - and the corpse old.

The party returned to camp to review the situation. As they had received quite a shock the magistrate suggested that it was time for a drink, and produced a bottle of Hudson Bay 'over-proof' rum - it being the popular drink of the times. Peter, of course, was not asked to join the party being an Indian and a ward of the Dominion Government.

The Magistrate, Government Agent, and Provincial Police Dept. then all went into a huddle, to figure some way out of the difficulty. Finally, they instructed Peter to put his outfit in the coffin, tie a rope on it, and tow it to the scene, remove what papers might be in the pockets of the corpse, dump the remains into the coffin, and solder it up tightly - as they didn't want any aromas leaking out when they had it aboardship on the trip home.

The scheme seemed good, but Peter hadn't gotten halfway when he got his first whiff off the crest of a zephyr, and being only human, turned tail and beat a hasty retreat. The situation looked hopeless, and the men of the law were quite at a loss as to what to do. Peter finally came through with the first suggestion that proved of value.

"I tink genemum, if I get good dlink Lum I make it," Peter volunteered.

The Magistrate admitted that he had neglected to bring along a copy of the "Indian Act" and wasn't sure what the ruling might be

Continued on page 37

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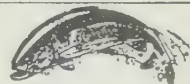
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AC LA HACHE, B. C.

Pioneer of Riverboat Days on The Skeena

by CATHARINE M. FRASER

HALE and hearty, with a keen mind, an active body and a twinkle in his eyes, George J. Frizzell - one of the North's earliest pioneers - smiles on the world, his family and his friends, in his 89th year.

His life has been a full one - most of it spent in Prince Rupert and along the shores of the Skeena River that he loves so well.

Mr. Frizzell was born in Islington, now a suburb of Toronto, on October 25, 1860, where he lived until he was fourteen. One of his earliest recollections is helping to skin the famous "Jumbo" - the world's largest elephant, who was killed in a railway accident.

For a time during his youth he lived in Brandon and Winnipeg, coming west to Vancouver when there were but four houses between False Creek and Sea Island.

In the latter part of the 1890's, a spirit of adventure drew him north. He opened a butcher shop in Port Essington, a fast-growing community on the shores of the Skeena River. Port Essington was a busy, thriving port of call in those early days - when the only means of transporting freight and passengers was by riverboat. Mr. Frizzell was part-owner of one of the first of the Skeena's inland water conveyances - "The Inlander," which he used to transport freight and passengers as far east as the fur trading post of Hazelton at the junction of the Skeena and Bulkley Rivers. Sister ships to the "Inlander" were the "Distributor" and the "Operator" pictured here.

He took the first load of cattle into the Copper River, to be sent up the valley.

At Kispiox Canyon he helped put in the iron bolts and rings that were used by the crews to help pull the riverboats through the canyon. Some of these are still to be seen in the rocks today.

He owned the first gas-boat on the Skeena River and during his long career has chartered every rock on this inland waterway. As he says,



George Frizzell - pioneer of the Skeena River

"I ought to know where they are - I've hit them all." He has navigated the beautiful Skeena in the calm summer days and has fought the elements as he tossed about in the fury of winter storms. Often when other boats sat high and dry on the river's many sandbars, he steered his course down a deep channel only a few yards away.

He knows the Skeena River like a book and every rock and tree along its shoreline means a great deal to him.

In the days before the advent of the railroad he transported his own meat from Prince Rupert up the Skeena and took out the first load of cattle from the interior to the coast for slaughter in Prince Rupert's first slaughter house on Eleventh Avenue.

He was a good samaritan to many as he plied this water route - lending many a helping hand.

George Frizzell was the first mayor of Port Essington, winning the election after a hard-fought battle in which no political holds were barred.

In those early days Port Essington was a "boom-town," full of men and women seeking adventure and their fortunes in this rich north land - where the seas and rivers teemed with fish, where valuable minerals were in the earth for the taking and where an unlimited wealth of timber lands stood untouched. Mr. Frizzell was one of the first to hold an interest in the Pyrites Property up the Ecstall River.

A great lover of animals, "Pop" (as he is known to his many friends) had three favorite



Mouth of the Skeena River near Prince Rupert showing some of the many canneries dotting the banks.
photo by - WRATHALL



Steamer 'Hazelton' navigating swift water in the upper reaches of the Skeena , about 1910

pets - a bear, a wolf and a deer. These four-footed friends of his from the woods, often got themselves, as well as him, into a good many difficulties. The bear designated himself chairman of the "welcoming committee" of Port Essington and met every riverboat. Passengers were not permitted to come ashore until they had paid them the fee of a piece of

Continued on page 34

CARIBOO HIGHWAY

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Death of a Printing Press

by CONSTANCE M. COX

Father Morice was one of the early pioneer missionary priests who spent about sixty years in the northern part of British Columbia. He built many churches throughout his district with his head-quarters at Fort St. James, where he had a very beautiful Mission, his home and garden, the latter very successful and well laid out.

Father Morice had the first chimes in British Columbia put up in his church - the wonderful sound of the peals ringing along the shores of Stuart Lake is one of my most pleasurable memories.

He had over 20 villages under his guidance and travelling in those days was not so easy as it is today, he had either to walk or, if fortunate enough to get a horse, ride, and in winter use dogteams. This hard way of travelling took a great deal of time, then when he did arrive at a village he would have to stay sometimes two weeks to teach the Indians their catechism and prayer, and hymns. This took so much of his time that he thought of a way to speed matters up - he invented a form of character writing, much like shorthand (- 7 - * E J > @ ' D L D @ A S B Z) which can be learned in a week, so Father Morice taught all his Indians this character writing so he could send them their prayers and hymns, then when he arrived at a village they had the lessons learned and thus saved a lot of time and progressed in the learning of the word much faster.

He found that to print so many copies of the prayers and catechisms and hymns by hand meant a great deal of hard work and long hours so the good Father sent for a printing press which cost \$2700. This sum was lying idle in the church treasury and he used it as he thought for the benefit of his people. However his actions were reported to the head of the Church so that it appeared that he was spending all his time at the printing press instead of teaching the Indians, and a Bishop was sent out from Rome to investigate the matter and as a consequence the printing press was taken out on the Lake and dropped to the bottom. The dear old Father, who had done so much for his Church and for the Indians, going without food and all the hardships of



'You'll find a tin of beans and a can opener on the kitchen table, dear. I've been too busy writing my column to prepare anything for you....'



FATHER A. G. MORICE, O.M.I.

those early days was sent to the Red River to teach school for 17 years as penance. From there he was returned to Rome for a time and on his return to this country he refused to take a church again, and went to Edmonton to live. The Roman Catholic Church then entered him in a printing shop where he printed books for the Church until he died about eight years ago.

I think that Father Morice was one of the most faithful workers the Roman Catholic Church had and in all the time he was in charge of the many Indian villages none of his flock were sent to jail for making home brew, when asked the reason the Indians said, "We too busy praying, no time for home brew." Which was quite true.

Editor's Note: Father Morice was of French origin and wrote many books (the most noteworthy being the "History of the Northern Interior of British Columbia") and articles which are used as reference books by scientific journals both in the French and English languages.

Entering the country in 1885 he was highly revered by the Indians (Carrier) and had such influence over them that he was known as "the King of the country," as a Hudson's Bay Company officer put it.



"No thanks, J.J.-three on a match is bad luck!"

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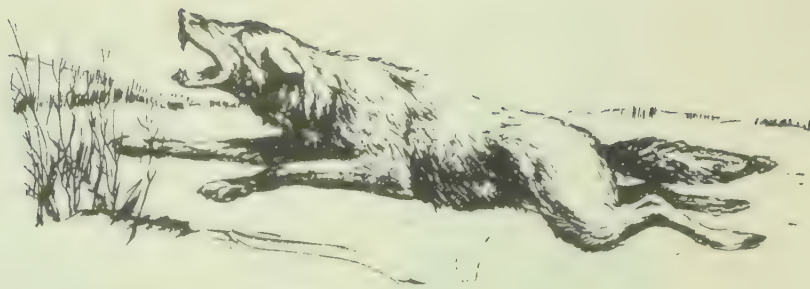
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Killers of the North



by ALLEN E. FLETCHER

Smithers, B.C.

As I stood in my cabin doorway on the headwaters of Driftwood Creek, taking in the beauty of the moonlit mountains, the howl of a timber wolf came echoing down the slopes of Hungry Mountain. Soon it was joined by another one, much closer; then another and yet another, till the little valley fairly rang with their mournful cries. In a few minutes they seemed to all join together and as their hunting song faded away in the distance, I knew some luckless deer would be pulled down by their vicious fangs before the moon was much higher in the sky. It was the opening day of the trapping season and the weather had been exceptionally good for Northern British Columbia, with just a nice fall of tracking snow on the high country. As I closed the cabin door and prepared to hit the hay I swore that I would even the score with those killers before the snow went in the spring.

About noon the next day as I swung along the bank of a small tributary that runs into Driftwood Creek I came across the tracks of a running deer and four wolves. Sure that they were the same pack that I had heard the previous night I hung my packboard of traps on a nearby tree and started to follow the trail just to satisfy my curiosity. I hadn't gone more than a few hundred yards when I came to an open glade in the timber, there, lying in the bloodstained snow were the remains of a little doe. There wasn't much left of her, as those killers can really tuck away a lot of fresh meat when they are hungry. As the deer were fairly plentiful last fall there wasn't much object in setting traps because in all probability they would make a fresh kill in preference to coming back to the old one. I promised myself that as soon as I got my trapline strung out and got back to the ranch I would take a few days off and really make an attempt to get a few wolves, besides I had a grudge against this particular pack of wolves as I was certain they were responsible for the killing of six head of my calves during the past summer.

A few years ago wolves were practically unknown in this part of the country but they

have been on the increase quite noticeably in the past year or so. There is really not much money in trapping wolves but when you consider the damage they do to livestock and wild life any effort to destroy them is important. A few days before I had gone out on the trapline a neighbour had given me an old horse to use for coyote bait. I had shot him in the bottom of a deep coulee out on the range, about a mile from my ranch house, so as I came down from my cabin on Driftwood Creek a few days later, I hiked over towards the horse to see if anything had been feeding on it. We had had a light skiff of snow the evening before so the sign was pretty easy to read. Sure enough as I drew near I could see where something had eaten a large hole in the side of the horse. On closer examination I decided that there had been at least two wolves there early that morning, also there was the odd coyote track around. As it was still early in the afternoon I decided to hike down to the ranch, get a couple of No. 4's (traps), come back and make a set. Some trappers claim that it is impossible to trap wolves on such a big bait as a horse, but I had gotten two that way the previous winter, and as my cattle were still at large on the range, it was impossible for me to use a trail or a dirt-hole set, both of which are pretty good for taking the big killers. I wired my traps one to the front leg of the horse, and one to the hind leg, and set my traps about two feet in front of the hole they had eaten in the carcass. The skiff of snow that had fallen the night before had melted away from around the old horse, so I dug out a nest for each trap in the loose soil. I then laid a piece of wax paper about five inches in diameter over the pan of the trap and covered this over with a thin layer of dried dirt, then a few handfuls of horse hair which I had pulled out of the mane and tail. I didn't have so very much faith in the success of this set, but it was the best I could make under the circumstances.

The next morning as I rode my saddle horse up to the edge of the coulee where the dead

Continued on page 32



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Williams Lake's new \$35,000 skating and curling rink.

Cowtown Goes Bigtown

by CAM HOOPER

Readers of western stories will think it a bit out of character when they read that British Columbia's premier cowtown has just got through plunking \$100,000 into recreational facilities this past year. Not, mind you, for saloons or similar palaces of entertainment so popular with the "horse opera" clique, but for the eminently more useful and valuable new skating rink and community hall built this year.

That's a lot of money to be dug up from any town and especially one as small as Williams Lake (population 1,179 according to actual count of the energetic board of trade) - but then Williams Lake is quite a town itself. Proud of being the capital of B.C.'s cattle

industry the "Lake" is equally proud of its newly-paved main streets, its new school nearing completion, its new \$100,000 water system and, most of all, its record for community spirit.

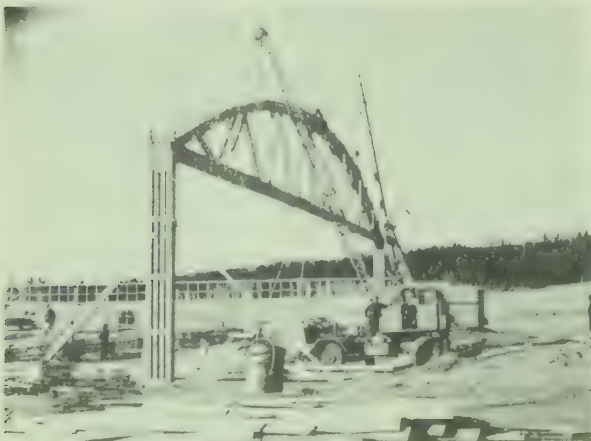
When the Elks Hall burned down last January 21st in a sudden blast of fiery wrath it left a town in mourning. Built only the year before, the hall had become the centre of many community activities and the outlook for the future wasn't bright.

Less than two weeks after the fire, however, the Brother Bills met and decided to rebuild. It was a big decision to make. They had on hand a lot with a fire-charred foundation and about \$7,000 in cash. Not much with which to replace a \$50,000 building!

There was some feeling that the lodge might better content itself with a modest hall suitable for its own purposes, and let the town look after its own needs. To the credit of the Elks they shelved this comfortable solution in favor of rebuilding bigger and better than ever.

As soon as spring swept away winter's debris cleanup crews were at work, and construction began under the direction of Brother Roy Nelson, experienced local builder. Working feverishly Roy's crew wrought the miracle of having a floor to dance on by Stampede time early in June.

True it was only a shiplap floor, and true the stars looked down through the open ceiling



First truss of the new rink going up.



Williams Lake, B.C. - largest cattle shipping centre in the province.

Photos by
BLACKWELL'S

and walls, but it satisfied the holiday mood of hundreds at the annual cowtown festival.

The problem of financing facing the Elks when they decided to rebuild was a big one, but they had the outspoken support of the town and the residents of the vast surrounding territory. Unsolicited, more than \$1,000 in donations were received within the first few weeks.

Casting around for a means to raise their fund the Elks decided upon a raffle. A brand new car and other prizes worth more than \$4,500 were offered. With E.G. "Tony" Woodland and Fred B. Bass giving up much of their own time to the drive it went over with a bang.

After expenses had been paid the raffle realized approximately \$11,000. A striking

part of its success was due to the strong support given the Williams Lake Elks by their brother lodges in other parts of British Columbia and the prairies. Nearly half the revenue came from Elkdom.

Now with the building completed this December - a building conservatively estimated to be worth from \$55,000 to \$60,000 - the Elks face the task of paying off a \$25,000 mortgage in the next fifteen years. They have little doubt of their ability to carry it, nor of the town's willingness to support them in their future fund-raising.

Completed, the hall is something for both the Elks and the community to be proud of - and make no mistake this isn't just a lodge hall - both the Elks and the town consider it a

Continued on page 30



A year ago, with the mercury registering 20 degrees below the newly completed Elks Hall went up in flames.



Less than a year later the \$65,000 building shown above had been completed.



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Pavilion Mountain

by R.D. CUMMING

Posted near the road at the foot of Pavilion Mountain on the Kelly Lake-Clinton side there stands a sign erected by the Auto Club of Vancouver telling all and sundry, including the visiting tourist that it is nine miles to Pavilion. Of course the Auto Club has been misinformed as to distances in that section, of the province, because the sign should read 15 miles, the distance being to the Pavilion postoffice which has always been the centre of the Pavilion district. The nine miles referred to no doubt means the Carson ranch now owned by Chris. Spencer of Vancouver.

MINERS WENT FARMING AND MINING

However mistakes will happen that only the pioneer of the district will seek to rectify, and I think this should be corrected. Pavilion was and is a large farming district, most of the land having been taken up by men who came to mine and stayed to farm.

At the postoffice - the "centre of gravity" for the district, was the old historic Pavilion flour mill, built in 1871 and destroyed by fire in 1918. The P.O. is still there but in a new building. The mill was owned by the late William Lee, uncle to the writer, but was originally a joint stock concern, one of the shareholders being the late H.L. Hughes of Cherry Creek near Kamloops. The mill is said to have been operated in its earliest years by the late J.H.L. Crosier, listed in the R.T. Williams B.C. Directory for the year 1885, as a blacksmith at Clinton. "Jack" as he was familiarly known, must have been of a dual personality so far as profession was concerned, being a blacksmith and a flour miller at one and the same time. Later on a miller from Matsqui in the Fraser Valley, Jas. Tratheway, ran the mill up to about 1890, when it was taken over by B.W. Leeson, now of Vancouver, for a few years.

The various farms in the vicinity supplied the mill with grist, and much of the flour and "offall" was sold at Lillooet and Clinton. In those old days the Pavilion Mountain plateau was mostly devoted to farming, chiefly hay and grain that was "teamed" down the mountain to Clinton for use of Cariboo teamsters.

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Farmers in those days were R. Carson, M. Gillen, T.C. Clark and J.E. Eholt. In very early times there was a "Milk Ranch" just above Pavilion Lake at the west end. Pavilion Mountain also had its "Race Track," between the Carson and Gillen ranches, to which many from various parts of the interior, including the well-known pioneer rancher 'Doc' English with his fancy racing stock.

MOUNTAIN ROAD MARVELLOUS ENGINEERING

That portion of the old Cariboo road from Lillooet to Clinton over Pavilion Mountain was a marvel in road engineering, not equalled in the province in those early days. It was an engineering marvel for the days of the pick and shovel, the horse cart and scraper and the stick of giant powder. The survey was a forest of timber, and in many places solid rock.

The road over the mountain was by no means abandoned on the withdrawal of the Cariboo freight team, but was used for years by the Pavilion farmers hauling feed to Clinton, and the flour mill delivering its products to the same destination. Now the motor truck and car manipulates a road in a few hours that once took days with the horse, mule or bull team. Being one of the first roads built in the province it still stands up to the traffic with a minimum of maintenance, and its surface compares favourably with many of our paved highways in the province.

MAKING THE TURNS

It is still a mystery to the motorist of today how the pioneer Cariboo teamster could "make" the sharp turns with their long string of team and wagons. Of course the teamster in those days wasn't making hundreds of miles a day, and it was by virtue of much care, caution and skill with himself and team and a "brush" to save brakes "hitched" to the rear of the wagon, that he was able to make the grade without mishap.

Comparing road construction today with that of the pioneer builders who were eager and impatient to get to the mines in Cariboo where fortunes were being made, we can fancy him "wasting" his time at the slow motion of the horse and buggy days, hewing his way through heavy timber on slopes in places perpendicular, sawing trees by cross-cut saw or tearing them out by the roots with a team of horses.

Farmers on the benches along the road on the Lillooet side 500 feet or more above the Fraser River and maintaining irrigation

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ditches from Pavilion Creek, were H.L. Hughes, Phil. Garigan, C. Halloran, Tom Cole, A. McDonald, Bill Keathley, from early days up through the ninties. Capt. Martley farmed a few miles along in the Ashcroft direction. This was in the "Gay Nineties."



Pavilion station and lodge with Pavilion Mt. in the background.

¶ A beautiful young bride of a month greeted her husband one evening with a particularly happy smile. "Your dinner is going to be just perfect tonight dear," she said. "A neighbour just told me that you have to add water to those dehydrated foods."

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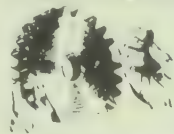
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A New Idea



On Predator Control

by E. HICKLING

Quesnel, British Columbia

It is obvious that game is decreasing and that predators are increasing, yet it would seem that we are doing everything possible to assist the predators and hinder the game.

The wolf is unmistakably on the increase here, yet if I were to start out to hunt or trap wolves I would be promptly pounced on by the law. Wolves roam in most hunting circles covering 50 to 150 miles. Obviously they cross and recross many trap lines, yet if I set a trap near or on my neighbor's line it would cost me a \$200.00 fine - the bounty on a wolf is \$20.00. Traps must be set for wolves where they are or will be, for in spite of what the experts say, wolves cannot be lured far from their chosen course.

Cougar, the big boy who really follows the game, especially deer, is a like customer who covers a vast territory and must be taken where he is found.

The lowly coyote whom I have watched clean out a brood of young grouse simply by stumbling upon them and sniffing them out from among the leaves, also has a habit of hanging around sloughs and marshes eating duck eggs as fast as they are laid. He is easy to catch and easy to kill, but not worth the \$4.00 bounty to get lousy packing him in.

Last, but not least of the predatory hunters is man. Perhaps he wouldn't do so much damage but for the law which says he must go into the woods and kill only the male of the species, and kill them before they have a chance to propagate the species for that season. Moose season for hunting and for running

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in this area is September 27th to November 30th. Why not give the big fellow a chance by opening the hunting season on November 27th and closing it December 30th? Deer season for hunting is from September 15th to November 30th - the propagating season is from November 11th to December 15th. If these animals were given a chance we wouldn't see cow moose without calves or does without fawns.

After considering all this I offer the following wild-eyed idea: Price of a deer - one coyote, or proof of taking; Moose, Elk or Caribou - either wolf or cougar; Sheep and Goats - cougar. It need not be necessary for the hunter to take these predators, he could purchase them from his guide or from a trapper, at a set price of say, \$10.00 for a coyote and \$40.00 for a wolf or cougar. This would also give the guides something to do in the winter.. Of course an open season on the lad who shot three moose before he found a head that suited him, would be of help too....



'It's Lemonade.'



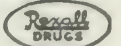
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"community" hall. With this viewpoint the hall will be used free of charge for both senior and junior basketball practises, for junior badminton, and by the Fireman's Band for practises.

The building is a vast improvement over the hall destroyed by fire, fine as that one was. 120 feet long by 54 feet wide, with a lot 14 foot extension along one side, it houses a fine stage, a dance and game floor, 81 by 53 feet, a lodge room, a modern kitchen and dining

room, a clubroom, and all conveniences, including showers.

An additional height of one foot in the basement has greatly improved the lodge room, banquet room, and clubroom, housed on the lower floor. The banquet room, which seats 250, and its kitchen with completely electric equipment, have already proved their usefulness.

The main floor is of beautiful maple, with pressed plywood wainscoting on the walls, finished off with donnaconna on the upper walls and ceiling. Heating is completely hot water throughout with both radiators and blowers.

To give more room on the playing floor and provide better accomodation for fans at basketball games the building has been extended out along one entire side of the floor and raised seating for 350 installed. A shooting gallery may be built beneath the stands.

In less than a year the Elks have given Williams Lake a community hall unequalled in most towns twice its size. And while this was going on, across the town an equally big peice of community enterprise was taking shape under the direction of the South Cariboo War Memorial Recreational and Agricultural Society.

There, on property contributed by the Pacific Great Eastern Railway Company, has been raised a smart modern building, housing a big 192 by 85 foot skating and hockey rink, and two sheets of curling ice.

The War Memorial is the tribute of South Cariboo citizens to the men of World War 11. The idea for it emerged from a public meeting held 'way back in 1944 when the boys were still fighting it out with Hitler, Hirochito & Co. The meeting decided then that there should be no useless cenotaph to commorate the sacrifices of war, but that, instead, it should be a "living memorial" dedicated to the betterment of the Canadian way of life for which the boys had fought.

Fund-raising began with the formation of the society following the public meeting and has continued with unabated energy throughout the following years. This year, despite the fact funds were a long way from being sufficient, the society decided to proceed with the job.

Concerts, regularly weekly sweeps on NHL hockey games, donations, and various other methods had created a fund of between \$16,000 and \$17,000 by this year, but the project in mind was expected to cost at least double that amount.

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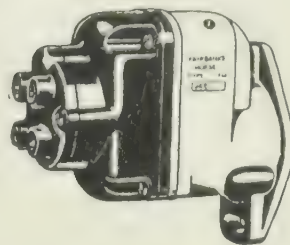
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Elks Lodge club room in the new hall

Nevertheless, under president Claude Huston's enthusiasm, the members of the society voted to begin construction. Now finished, and ready for use this winter, the building is actually estimated to be worth \$50,000, but has only cost \$38,000 because of rigid checking of costs and because a great part of the work was done by cheerful volunteers.

For months past every Sunday and every Wednesday meant a work bee at the rink for local men. Practically all the siding and a good part of the roofing was done in this manner.

Overall size of the completed structure is 194 by 115 feet, with an additional 42 foot leanto running along one side to house the two curling sheets. Use of a 115 foot cantilever span construction leaves a completely unobstructed view from the 1,000 seats flanking the hockey surface.

Dressing rooms, clubrooms and ticket offices are all provided for in the arrangement of the structure. It is hoped to make use of the building for some summer sports and for agricultural exhibitions.

As with the Elks, the War Memorial Society has financed the deficit of more than \$20,000 through locally-held mortgages. It is believed ten years should see it cleared off.

As President Huston points out, the society

has managed to raise \$2 to \$3 thousand a year since its beginning and at that rate everything should be paid off in ten years. In addition there will be revenue from hockey, skating, and curling, as well as whatever other uses may be made of the building as time goes by.

Members of the society's executive supporting Mr. Huston in his enthusiasm are hard-working secretary, John Anderson, vice-president, E.G. Woodland; treasurer, Ollie Norberg; and executive members, Ralph Woodland; Mrs. C. Huston; Ken Rife; A.E. Levens; L.M. Lunn; N. Schroeder; and R.C. Cotton, Jim Stett, Mrs. W. Moore, Tommy McDougall, Del Irvine.

Some towns might look askance at the idea of being \$40,000 or \$50,000 in the red for recreational facilities, but not Williams Lake. As one man put it, "We've never had any trouble raising money for community enterprises in the past - why should we now?"

The Republican form of government is the highest form of government: but because of this it requires the highest type of human nature - a type nowhere at present existing.

- Herbert Spencer.



horse lay, I could hear a trap chain jingling even before I could see the bottom. As I spurred my horse up to the rim and looked down, Mr. Wolf was making a first class job of sharpening his teeth on the jaws of the trap. I could see that he was well caught by the left front foot so I rode down for a closer look before putting a bullet in his head. As I came down the slope he really made that trap chain hum in a vain attempt to break loose. As I came to within twenty feet and got off my horse he stopped fighting and crouched down on his stomach to glare at me out of hate filled eyes, and with lips drawn back from his fangs in a soundless snarl. I sure cursed myself for not bringing a camera along as I pulled my little 22 Colt revolver and shot him between the eyes. Upon closer examination I found it to be an old female; her teeth were well worn down and she had even broken off one on the trap, testifying to the tremendous strength of her jaws. She was bigger than the average run of wolves, weighing about one hundred and thirty pounds and I sure had some fun trying to load her on my snorting saddle horse. She was a light grey with a darker

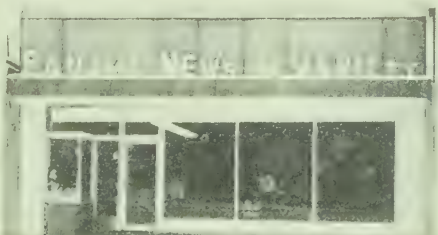


These 'Killers of the North' have pulled down their last game.

streak down her back and was well furred for so early in the season. I reset the traps and then headed back for my ranch to put the hide on a stretcher. When her pelt was stretched it measured seven feet, eight inches.

The next morning when I returned for another look at my traps, I found them both sprung. As there was still an old patch of snow on the ground I could tell that it was a big wolf that had done the detective work in locating my sets. I decided to leave the traps just as they were - go back to the ranch for a couple more traps and make another set a couple of feet in front of the traps that had been sprung. I hoped that when the wolf returned he would be thrown off guard by the sight of the two traps in plain sight and step into the two I had concealed. Well, no such luck, the next trip out to the carcass I found all four traps in plain sight and the wolf had had another good feed of horse meat. Well, as I had to be going out on the trapline in a day or so at the latest, I decided there wasn't much use trying to take him with traps, and as I had a permit from the game department for using poison, I thought I would give it a try that night. I put the right dose of strychnine in a little ball of shaved horse fat the size of a small walnut, so the wolf could swallow it easily without chewing it first. I put three of these little lunches in a convenient place so that the wolves wouldn't have any difficulty in finding them and went home with high hopes of having out-smarted the wolf this time.

When I examined the remains of the dead horse the following morning, I found all three doses missing and some extra large wolf tracks in the dirt. As there were a few patches of snow left, I started in a big circle to hunt for sign. About two hundred yards from the dead horse I was able to follow his trail to the edge of a patch of second growth pine. Once I was in the timber the trail was easily followed



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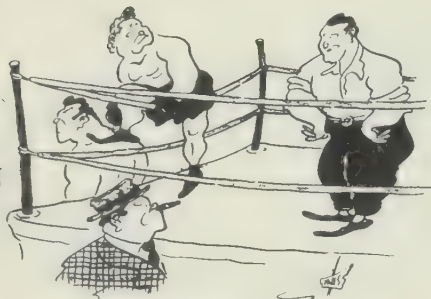
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as the snow hadn't melted there. After I had gone about five or six hundred yards I found where he had rolled in the snow and done a lot of scratching around. I figured then that I wouldn't have much farther to go. After he had rolled and started on again his stride had shortened to about a foot a step. In a little glade in the trees I found him stretched out full length on the snow. He had stopped to roll again and had never gotten up. I didn't have my horse with me and as he was still warm, I skinned him on the spot. He was a dark grey old male and I guessed him to be the mate of the female I had trapped. That night while tacking his hide on the stretcher I was quite pleased with myself for having rid the country of this pair of killers. I was lucky enough to be able to shoot two more wolves a few weeks later while they were feeding on a deer they had killed, making a score of four wolves killed for the winter with a total of twenty-four killed in the last few years. Nothing to brag about but not too bad for an amateur and I have the satisfaction of contributing to the protection of our wild game and my own cattle.



Oh they got sore of each other and are going outside to have it out !!



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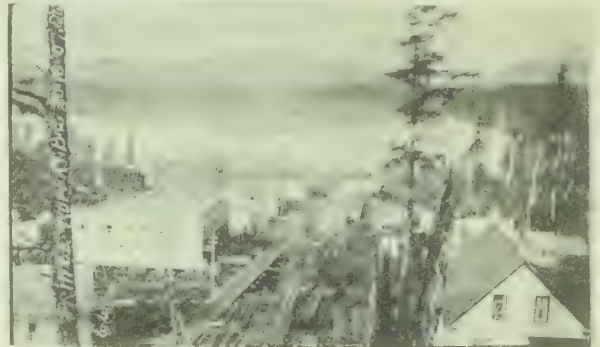
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SKREENA RIVER PIONEER - cont. from page 19

candy or something sweet. This caused much consternation among the travellers, who felt they were indeed being initiated into the wilds of the north.

One summer day Mr. Bear took a notion to enjoy his afternoon siesta in the water flume - which supplied the village with water from a nearby source - thus shutting off the supply. After numerous incidents of this kind including unwelcome visits to people's homes and larders - George was requested to get rid of the Bruin.



An early day view of Prince Rupert



The Skeena River above Hazelton

During his active business career Mr. Frizzell has owned two stores in Prince Rupert, one in Hyder, one in Stewart and one in Smithers, as well as the Port Essington store.

Following the first World War, when Stewart was without communication for some time - George Frizzell made it his job to bring food and supplies to that isolated community. He recalls a time he started out on December 16th to take Christmas supplies and mail and to pay his old friend Bill Crawford a visit in Stewart; when bad weather was encountered enroute and it was New Year's day before he arrived - a little late with Bill's Christmas rations.

A lover of boats and the sea he also had the boatman's inevitable desire for speed. He owned



Totem poles at Prince Rupert

and operated no less than five speed boats in his day and for a time was speed-boat champion of the north.

His first freight and passenger boat was the "Lolly," then came "Laura F 1" and "Laura F. 2" - the latter is still in operation today. If he had not been slowed up with a slight stroke a couple of years ago, he would still be navigating her up the Skeena River. As it is he and his wife spend all their summers at the Frizzell Hot Springs, on the shore of the Skeena River just above Port Essington. They return to Prince Rupert for the winter months. "Pop" goes about the Prince Rupert streets with the help of a cane - talking with his old cronies and keeping up with current events. But the minute he sets foot in his own domain at the Hot Springs he tosses his cane aside. One can find him there on a warm summer's day busily engaged in mending a side-walk or making minor repairs. He is always active and always happy. One of his greatest attributes is his keen sense of humor.

He and Canon W.F. Rushbrook are old cronies. Many long years ago these two made a pact: If one should pass away before the other - the one left would sing at the other's funeral service. They have recently voluntarily broken this pact - both feel they are getting too old to sing in public.

George Frizzell is still a member of the

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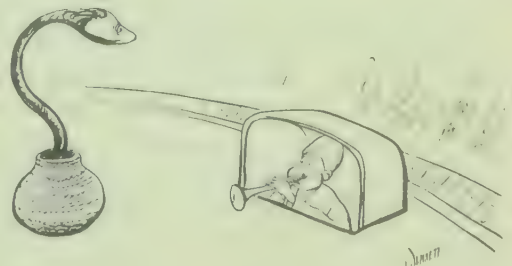
Early day Skeena River boats carried thousands
of gold-seekers to Hazelton where they trekked
northward over the Telegraph Trail to Dawson.

Shrine Club and attends the meetings regularly.
In fact he is the oldest member of the Gizah
Temple, A.A.O.N.M.S., both in age and length
of time and it is thought he might even be the
oldest member in the province.

During his lifetime he has made many friends
- his life has been a full one, - rich in memories
- but he doesn't live on memories alone, he enjoys
every minute of his life today, with his family
and friends about him, and on the threshold
of his 90th year has their best wishes for
continued health and happiness.



"Do I say anything when you take your hot water bottle to bed with you?"



under such circumstances - and that his memory was a little clouded and hazy. The Government Agent said that as they didn't have the Act along it would be fallacy to trust to their own miserably poor memories which somehow recalled a ruling against giving liquor to Indians, but which could be wrong. In fact, they decided after further cogitation, assisted by another pull or two at the bottle, that since



Peter sat on top of the coffin soldering, and singing at the top of his lungs.

neither of them had bothered reading the "Indian Act" for a year at least, that anything they might recall about it would be almost pure guesswork, and that under the circumstances they should resort to the old adage that "necessity is the mother of invention."

So much to Peter's delight he was given a stiff slug, after which he started off on his second attempt, only to be frustrated when about fifty feet from his goal. He returned looking rather green, but still prepared for the ordeal if he could only get "one more Lum." The wise and learned men of the law considered this second request, and came to the conclusion that if their memories had after all been right and they had already committed an infraction

infraction of the "Act" once, a further infraction would be neither here nor there. So Peter was given a stiff slug, and another one for good measure.

Before Peter got to the scene he was wabbling a little, and began to sing. Arriving at the corpse, he did a good job searching the ragged

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clothing, and when the men of the Law saw him astride the coffin soldering the lid on and singing at the top of his voice, they prayed that he would finish the job before toppling off the coffin and passing 'out'. But luck was with the gentlemen of short memories. Peter finished the job expertly, and as a reward they allowed him another "Lum."

They loaded the coffin aboard the sloop, broke camp, and in due course arrived back at Port Simpson, where the body was laid to rest. No identification papers were found on the body, nor was the schooner ever identified - so the mystery was never solved. And I know, from personal acquaintance with the principals, that there were no repercussions from two men of the law breaking the "Indian Act."



Peter finished the job expertly and they loaded the coffin aboard the sloop.

Magistrate J.M.L.Alexander served a lifetime with the Hudson's Bay Company and at the time of his retirement from the company was chief factor of New Caledonia and stationed at Quesnel. He left Quesnel in 1888 and proceeded to the north Pacific coast, where he acted as magistrate until his death in 1901. Some old-timers may still remember him. I noticed the grave of his wife Sarah, and one Archie McNaughton, in the Quesnel cemetery when passing through there in 1948. McNaughton was Alexander's bookkeeper at the Quesnel post.

Government Agent John Flewin graduated from the Victoria Police Force and opened the first Government Agency on the North Pacific Coast at Metlakatla Indian Village about 1898. The agency was later moved to Port Simpson. He was a handsome man and had a beautiful bass voice. He died in Victoria a few years ago at a ripe old age.

THE TRAIL OF THE SOCIAL PINES

Continued from page 15

compiled the voluminous "Herball" a publication of more than sixteen hundred pages. Mr. Gerard drew attention to the "great plentie" of what were apparently Scots Pines in Cheshire, Lancashire and Staffordshire and went on to remark that the trees were "..... so full of a resinous substance that they burn like a torch or link, and the inhabitants do call it firre wood and fire wood unto this day." This, though mistakenly applied to Pine trees, supplies an easy explanation of the name, "Fir," which would seem to be an abbreviation of the word "Fire," and thus could, without difficulty, be attached to any free-burning wood.

In point of fact, long before John Gerard put in an appearance in 16th century England, the people of pioneer civilization were displaying great interest in resinous trees. The word "Picea," which is the generic name of the "Spruces," is derived directly from the Latin, "pix," meaning "pitch." "Cedrus," generic title of the true "Cedars," comes from "kedros," an ancient name designating a resinous tree, while "Pinus" stems immediately from the Greek word for "fat" and was applied to the trees producing pitch and tar.



'Yellow Pines' (*P. ponderosa*), North Calaveras Grove, California.

courtesy Aubrey Drury
San Francisco

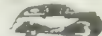
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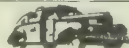
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Ages ago, resin was being obtained from Pine trees by the Greeks in Attica and Argolis and by tribesmen in the Himalayas of India.

Just as all Maple trees produce a sap suitable for sugar and syrup, so all Pines produce oleo-resin suitable for turpentine and rosin. Nevertheless, quantities and qualities vary with the species. The "Sugar Maple" provides up to eighty-five percent of the sugar and syrup crop, and, among the Pines, "Slash" and "Longleaf" account for the bulk of the turpentine and resin crop of North America. Other species have been tapped experimentally and these include two British Columbia natives, the "Ponderosa Pine" of the Southern Interior and the "Lodgepole Pine" which may be encountered almost anywhere in the Province. Neither has ever achieved commercial importance and disturbed the reputation of the two "Southern Pines" any more than the British Columbia "Broad-leaved Maple" has ever threatened the position of the "Sugar Maple" of the East as the greatest source of sugar and syrup.

Most Canadian Pines are, however, good timber trees. In British Columbia there are three species of economic value: "Western White Pine," "Ponderosa Pine" and "Lodgepole Pine." "Limber Pine," "Whitebark Pine" and the coastal variety of "Lodgepole Pine," called "Shore" or "Scrub Pine," are too short and twisted to provide lumber.

Linking East and West as it were is the "Jack Pine" which attains its greatest importance in Northern Ontario, Manitoba and Saskatchewan although it penetrates west to the MacKenzie Valley. In the East "Eastern White Pine," "Red Pine" and, sometimes, "Pitch Pine" are of economic value.

Throughout Canada "White Pine" ranked fourth in the quantity cut in 1946. "Jack" and "Lodgepole Pines" were seventh; "Red Pine" was tenth and "Ponderosa Pine" appeared in sixteenth place. This classification applies to lumber, but the order was duplicated when laths and shingles were taken into consideration. In British Columbia much the same state of affairs was reflected.

Species	Placing		
	Coast	Interior	All B.C.
White Pine	5	7	6
J & L Pines	13	8	8
Ponderosa Pine	12	5	7

In other Provinces the Pines figured as

McRae Hotel

SMITHERS

LICENSED PREMISES
Running Hot and Cold Water

Martin Peterson and Gus Mogdan, Proprietors

follows, the Bracketed numbers indicating the total species compared.

Province	Placing			
	White.	J & L.	Red	
Alberta (8)	7	2	-	
Saskatchewan (7)	-	3	-	
Manitoba (11)	-	3	-	
Ontario (27)	1	2	6	
Quebec (24)	3	4	11	
New Brunswick (19)	2	7	11	
Prince Edward Island (13)	7	-	10	
Nova Scotia (16)	2	9	8	

The "Jack Pine" makes a considerable contribution to the Pulp and Paper Industry, well over half a million rough cords being utilized in 1947, but only about ten thousand of these in British Columbia. In the matter of minor forest products such as firewood, fence posts, poles, piling hewn ties, fence rails and distillation wood, for which no comparative figures are immediately available, there is no doubt that the Pines, especially "Jack" and "Lodgepole" varieties, produced their full share.

The features distinguishing the various British Columbia Pines are not too difficult to discern except, possibly, as between the "Lodgepole" Pine and the "Jackpine." The latter, however, is at the extreme western end of its habitat by the time it reaches B.C. and is not found frequently. The two species meet in North-western Alberta and continue in association through parts of the McKenzie Valley.

While botanical classification is based primarily on flower structure, it is possible to construct 'keys' to identify many trees. The B.C. Pines are no exception.



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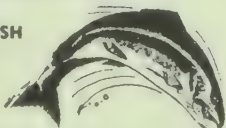
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KEYING NATIVE B.C. PINES

A. Leaves in bundles of two or three.

B. Bundles of two: cones $3/4''$ to $2''$ long.

C. Foliage dark, bunched at ends of twigs -

LODGEPOLE;

CC. Foliage lighter and more scattered -

JACKPINE.

BB. Bundles of 2 or 3: cones $2\ 1/2''$ to $5''$ -

YELLOW.

AA. Leaves in bunches of five.

D. Cones 4'' to 18'' long.

E. Cone scales thickened at tips..... LIMBER

EE. Cone scales not thickened at tips...WHITE

DD. Cones less than 4'' long.....WHITEBARK.

Next month it might be interesting to consider a few "Pines" which are not native to B. C. but which have interesting features nonetheless.



'Swiss Mountain Pine' (*Pinus montana* Miller)

courtesy Swiss Forest Research Institute

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one-third of a half penny per pound on goods; 1 shilling, 1 pence per head on certain animals 6 and one half pence on all other animals; 2 shillings 1 pence on vehicles drawn by one animal; 4 shillings 2 pence on vehicles drawn by four animals or more. Foot passengers were free on this bridge. On Spence's Bridge the tolls payable to Mr. Spence for a similar period were on every hundred pounds of merchandise, 8 pence; on certain animals, one shilling per head; on all other animals, 6 and one half pence; on vehicles drawn by four animals or more, 4 shillings 2 pence; by any smaller number, 2 shillings one pence; foot passengers 1 shilling each. On the road from Lillooet to Alexandria the tolls payable to Mr. Wright for a period of five years were: on merchandise, 1 penny per pound; on animals, 1 shilling. In each of these cases certain exceptions existed, covering Government property, machinery, etc.

From Alexandria to Quesnel mouth the communication was for a long time by steamboat. The first vessel on this route was the Enterprise, built in 1863 by Mr. G.B. Wright at a cost of \$75,000, the whole of the machinery and boiler plates having been brought two hundred miles on the backs of mules.

Early in 1864 Mr. G.B. Wright undertook the construction of a wagon road from Quesnel mouth to Cottonwood, on the way to Williams Creek, twenty-six miles. In July there were about one hundred whites and two hundred Chinese at work upon it. The former were mostly miners who had become disheartened with Cariboo and its deep diggings and were anxious to earn money to reach the coast or the Kootenay mines, where shallow diggings, the lode-star of the individual miner, were reported to exist. This portion was completed by September 1864, at a cost of about \$85,000.

In 1864, Mr. F.J. Barnard put on a line of stage coaches from Yale and Douglas to Soda Creek. The Cariboo Stage Company, Messrs. Humphrey, Poole, and Johnston began in 1865 to operate stage-coaches on the newly-finished road from Quesnel to Cottonwood, connecting there with a saddle train for Williams Creek.

The remainder of the road from Cottonwood to Williams Creek was placed under contract in 1865. In June, Mr. Munro was given the contract as far as Barkerville for \$45,000. Late in the fall this was completed and the last link in the chain was forged.

One of the results of the completion of the road was to reduce the freight to Cariboo from 75 cents to 15 cents per pound. But against this advantage the goods were subject to the tolls which have been specified. These levies were

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no inconsiderable sum, amounting often to more than the first cost of the merchandise. For example: goods for Cariboo were subject to the tonnage tax of \$3 per ton on leaving New Westminster; at Yale or Douglas a toll of 1 cent a pound was levied; on the Suspension Bridge a further charge of 1/3 cent per pound; on Spence's Bridge a similar charge; and another toll of 1 cent a pound on the road beyond Lytton and Lillooet- in all \$56.33 per ton, or almost 3 cents a pound. When to this was added the freight rate of 15 or 18 cents a pound it will readily be seen that in many instances the cost of transportation doubled or trebled the cost of the articles themselves. In 1865, the tolls collected amounted to \$80,000; the cost of collection was \$12,000.

Although somewhat out of chronological sequence, yet to complete the view of the Cariboo road, the attempt to utilize steam traction engines upon it for the transportation of freight may be mentioned in this connection. In 1864, R.C. Janion of Liverpool, W.L. Green of Honolulu, Henry Rhodes, and Joseph W. Trutch obtained permission to use these engines on the Cariboo road. They were required to introduce three, at least, in the colony by May 1, 1866. The object aimed at was a more speedy and



EARLY VIEW OF COLUMBIA STREET, NEW WESTMINSTER

cheap conveyance of supplies and material. The rights of the original promoters passed over to F.J. Barnard and J.C. Beedy. Five of these engines and the necessary wagons were imported from Scotland, together with engineers to operate them. One was duly placed in commission and sent out from Yale with a load of twelve thousand pounds. It succeeded in reaching

Spuzzum on the first day, Boston Bar on the second, and the top of Jackass Mountain on the third. There its journey toward Cariboo ended. The rate of travel had been demonstrated to be no greater than that of the regular freight wagons, and on the other hand, the cost was greater owing to the enormous wear and tear, the expense of operation, and the necessity of strengthening all the bridges along the road. One of the engines was later employed in logging operations carried on by Jeremiah Rogers at Jericho on English Bay, and the remainder were returned to Scotland.

Reaching from Yale, the head of navigation, to the mines of Cariboo, a distance of nearly four hundred miles, and solidly and substantially constructed by our infant colony in less than three years, this road was the pride of British Columbia and a source of wonder and admiration to its visitors, who were loud in their expressions of surprise at the daring conception and skilful execution of the work. Here the road was supported by piling, there built upon immense masonry "fills", sometimes on gigantic crib-work, the ruins of which yet remain, sometimes cut through a sheer rock bluff now almost at the water level, and anon raised to giddy elevations whence the river seemed but a silver ribbon. As one has said: "if we could only look back into the past along that mighty highway, what a strange scene we should behold. Long lines of pack animals, heavy freight wagons, six-horse coaches, with



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the well-known faces of their passengers, camels and traction engines, an army of men with pack-sacks, some going, some returning some successful, many unsuccessful, men drunk and men sober - all sorts and conditions of men - a motely crowd; bustling activity at the rough and ready road houses; such was the Cariboo road in the palmy days of its greatness that are no more.

With the completion of the Yale-Cariboo road there were two conflicting routes to the mines - that which commenced at Douglas and that which commenced at Yale. From Clinton northward these two roads merged. A great rivalry sprang up between them for the trade of Cariboo. The Douglas route, being the older, had until 1863, a monopoly, or at any rate far the greater share, of the business. The interested persons, the traders, the roadside house proprietors, the steamboat owners on the lakes, strove energetically to retain it. But natural conditions were unfavourable. The difficulty in reaching even Douglas itself, owing to the shoals of the Harrison, which necessitated transshipment except during the freshets, and thereafter the constant changes from land to water travel, with the incidental delays in making connection with the steamers on the three lakes, soon settled the question in favour of Yale. For, on that route, the freight was landed at all times of the year at Yale and, once placed in the wagons, could be sent through to the mines without any harassing delays. Against this was merely the extra toll on the Suspension Bridge and Spence's Bridge, which, together, only amounted to $\frac{2}{3}$ of a cent a pound. From the completion of the road through the canyons, the Douglas route gradually fell into disuse, though it continued to be used until the late '60s. The decrease in its importance even in 1865 is shown by the comparison of the toll collections for the years 1864 and 1865. In the former they were: Yale \$43,500; Douglas, \$32,000, and in latter, Yale, \$37,500; Douglas, \$11,500. Douglas is today one of our many deserted villages; its celebrated road a barely discernable, and in some cases utterly obliterated, foot path. But, while the struggle lasted, resort was had to various advertising schemes on behalf of the rival routes.

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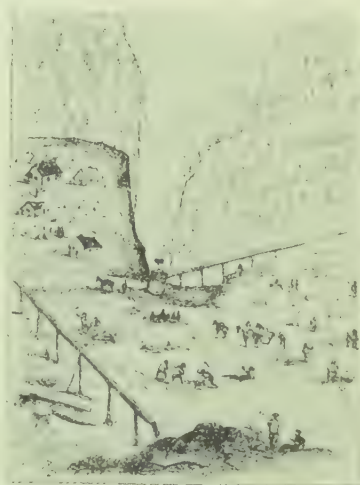


ALASKA LUNCH

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"ON THE ALASKA HIGHWAY"

banding of the detachment. Mr. Dugald Mc-Tavish, the chief representative of the Hudson's Bay Company at Victoria, writing to Mr. A.G. Dallas, the Governor of the company, on July, 13, 1863, says: "The Governor (Douglas) has so much to do, making roads and so forth in British Columbia, that there is no drawing his attention to our matters, and, when we do call on him to act, his invariable answer is, that he can not get Moody to do anything, and I dare say there is some truth in it, as it is shrewdly surmised that His Excellency has had more to do with the recall of the engineers home than anyone else, and they all feel that they are leaving under a cloud."

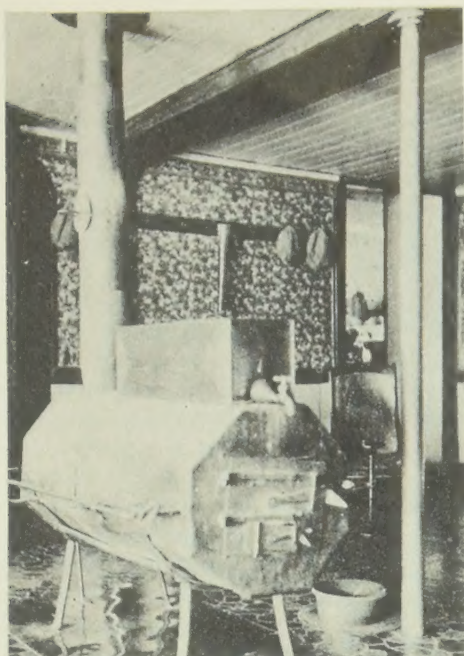
The work performed by the engineers was much diversified. All the important explorations in the colony, a great deal of the surveying of townsites and country lands, and the selection of the lines of the roads was performed by them. Portions of the Douglas-Lillooet, the Hope-Similkameen, the Cariboo, and the North roads were built by them. The maps of the colony and of portions of it were made by them, from their



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Colonel Moody and the officers, together with some twenty of the men, returned to England in October 1863. Each of the men was entitled to a free grant of one hundred and fifty acres of land in the colony.

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1863 - 1865

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EDITORIAL - concluded

that apparently other members of the Cabinet interfered, particularly the Minister of Trade and Commerce - Mr. Howe - who apparently threatened to resign if the report were published and this Minister seems to have imposed his will on the other members of the Cabinet.

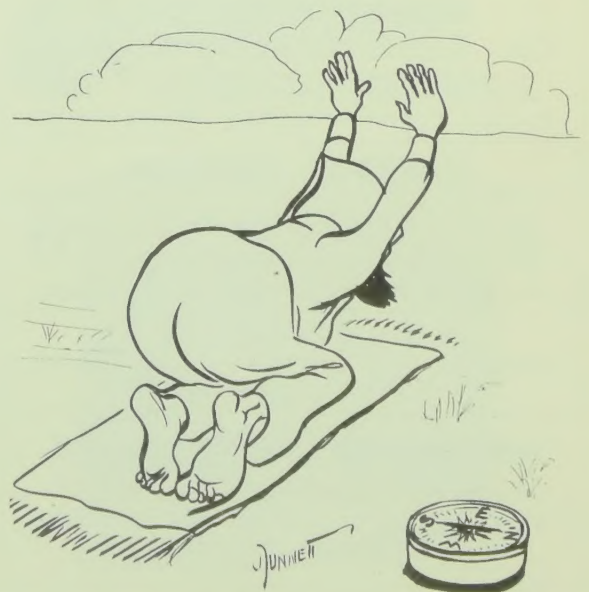
This, however, is no excuse for the Minister of Justice violating the Law of Parliament and had he acted properly in the discharges of his duties he should have resigned and exposed the situation at the proper time, thereby permitting the law to take its course and prosecute the offending parties.

The importance of this contravention of the laws of the country cannot better be appreciated than by reminding the public of the unanimity of the Opposition in the House of Commons in regard to this question. All Opposition parties, Progressive Conservative, C.C.F., and Social Credit, combined in condemnation of this lawless action of the Government and demanded the resignation of the Minister of Justice or in the alternative the resignation of the Government.

No special pleading on the part of the Government can explain or justify a violation of the laws of the country by any Minister of the Crown.

The Minister of Justice being primarily responsible by refusing to comply with the provisions of the Law of Parliament should submit his resignation, and if the Government is to retain the respect and confidence of the people, should refer the matter to the electorate in a new election.

J. A. Fraser

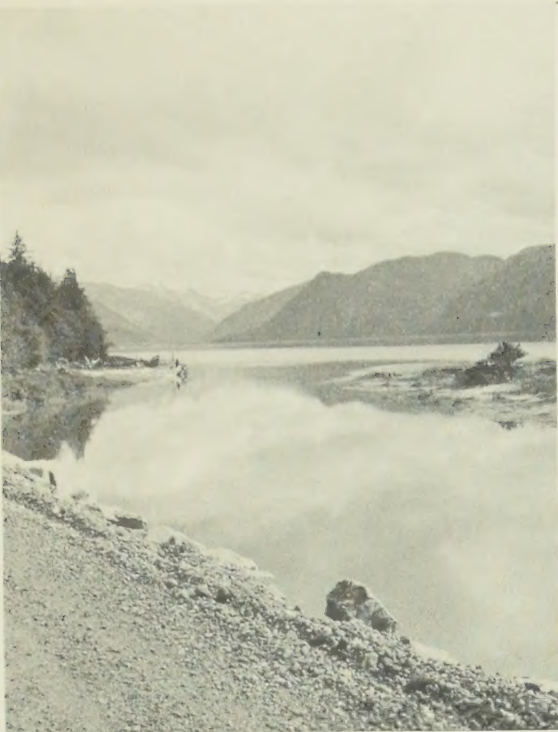


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Skeena River near Skeena Siding on the road to Prince Rupert, B.C.

photo, courtesy B.C. Gov't. Travel Bureau

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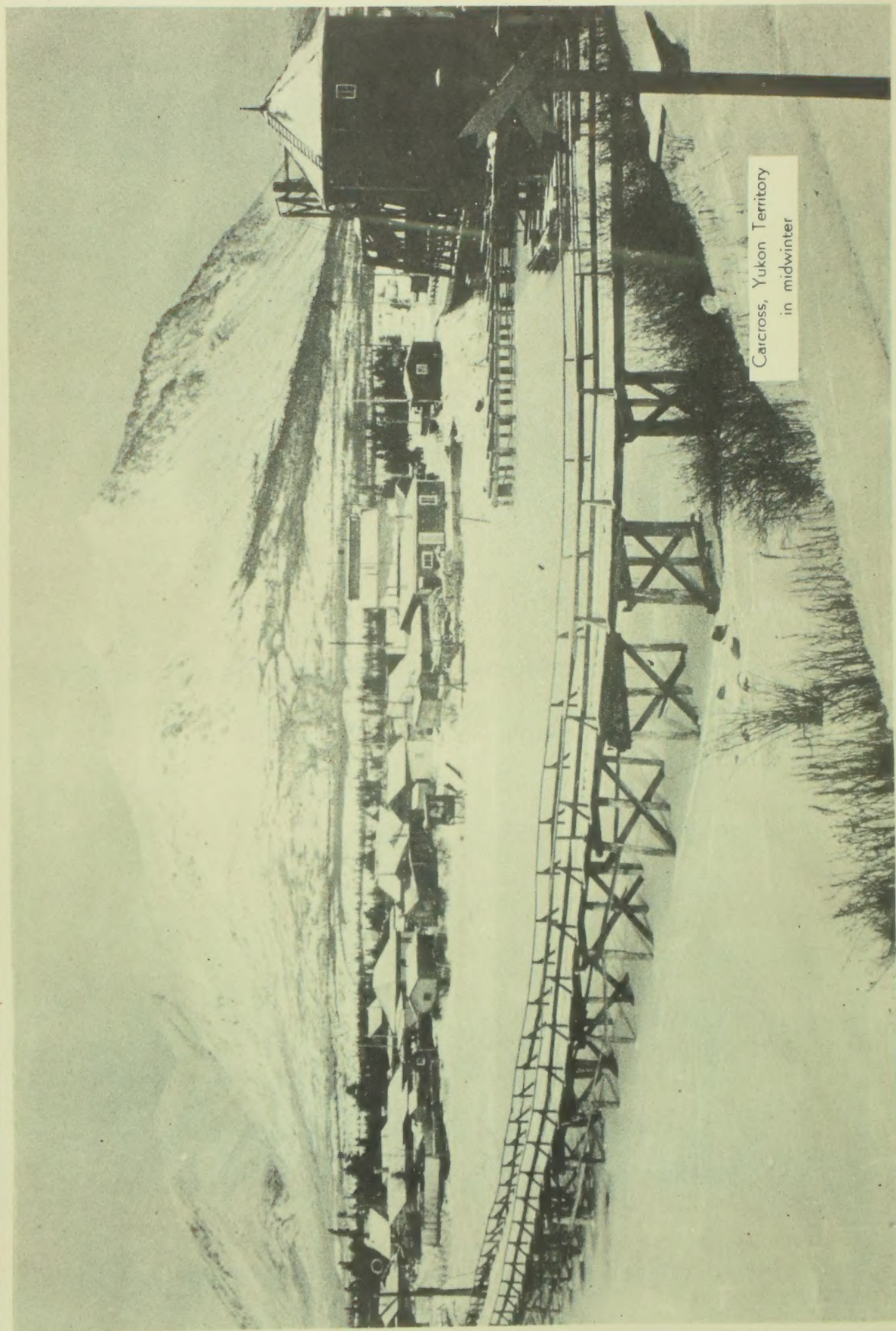
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